

THE COMMERCIAL MOTOR

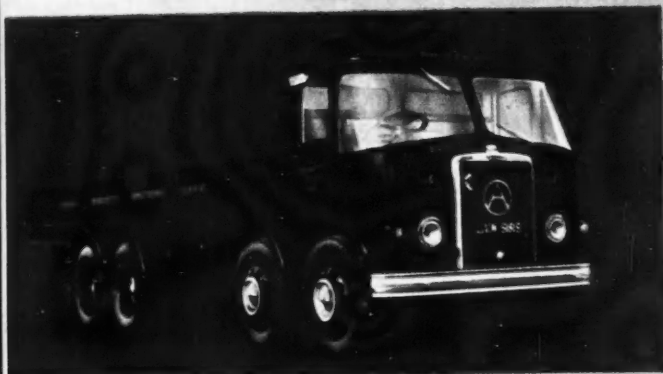
FRIDAY, SEPTEMBER 12, 1958
ONE SHILLING



ATKINSON VEHICLES FOR.



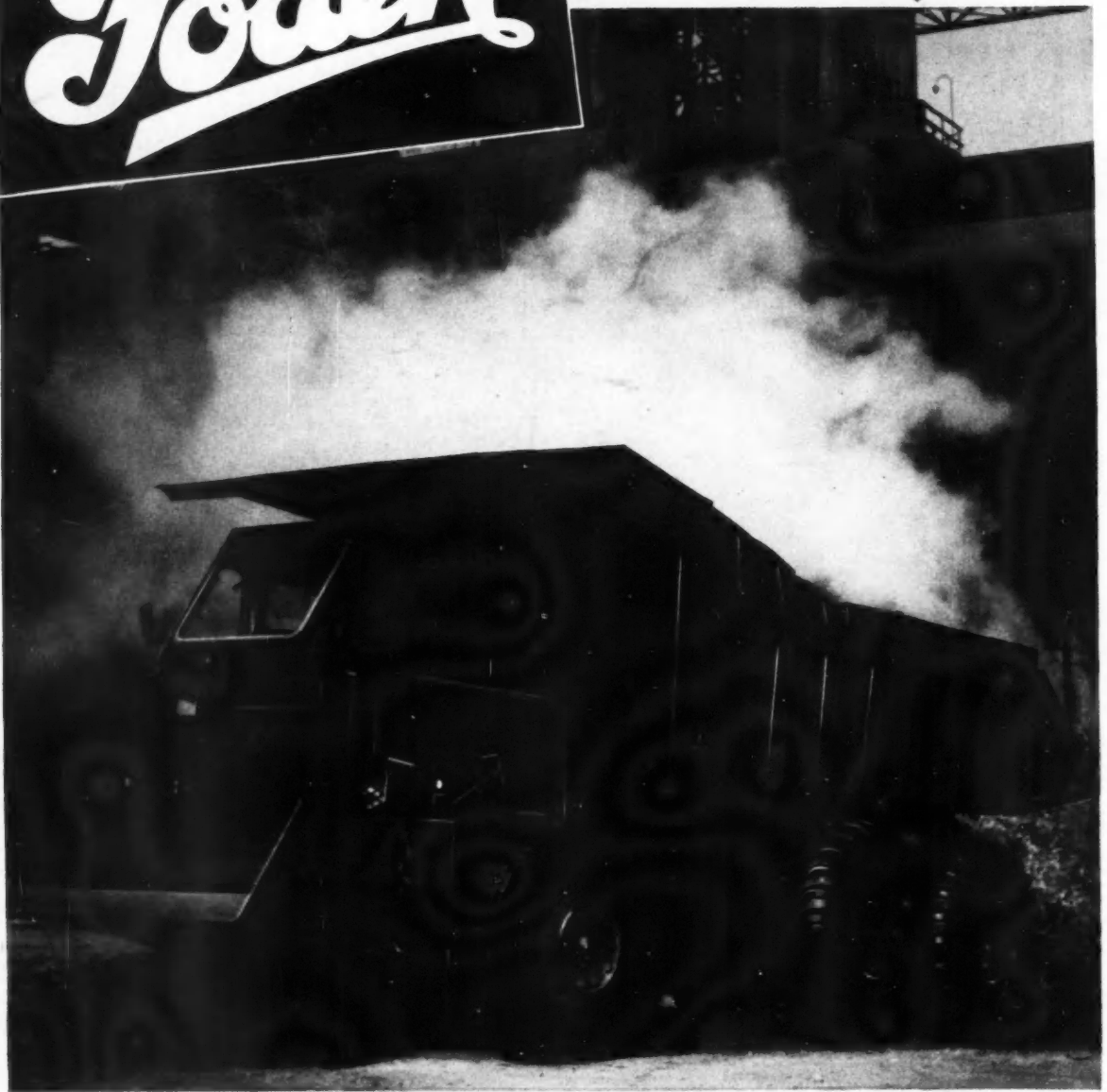
- Economy
- Dependability
- Reliability



ATKINSON VEHICLES LIMITED
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MANUFACTURERS TO THE
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Stand 2

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The C.A.V. Automatic Electrical Gear Change Equipment enables a driver to concentrate on his job—safe control of the vehicle. It relieves him of all gear-changing operations, which for a public service vehicle on a busy route may number 4,000 per day. Gear changes are effected strictly in accordance with road speed and engine torque, so that driving is by accelerator and brake only. It makes the driver's job easier and reduces wear and tear on the vehicle. Neutral is automatically selected as the vehicle slows to a stop, and reverse cannot be selected accidentally. An overriding control permits the manual selection of gears if and when required. This equipment is applicable to vehicles with direct-acting epicyclic gear-boxes, using either pneumatic or electro-hydraulic operation.

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The World's Leading Manufacturers of

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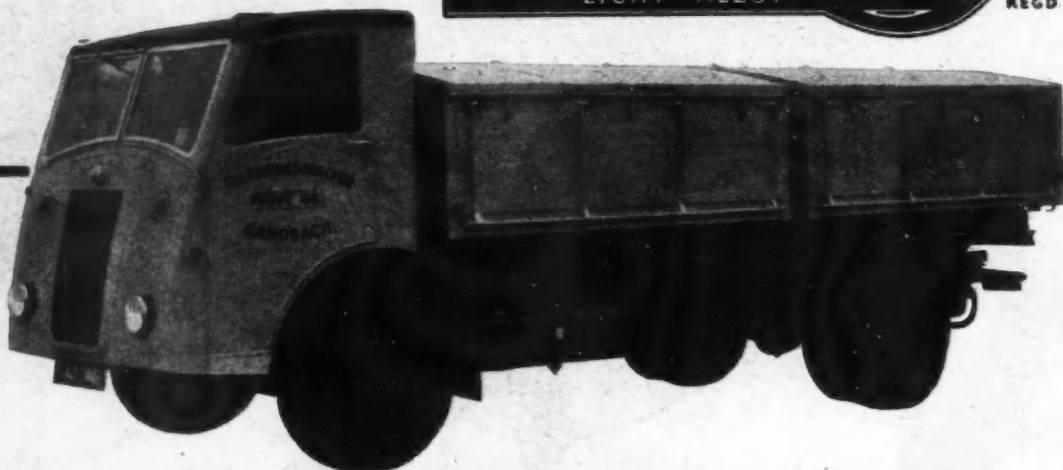


4P003
A1

Backed both ways . . .

a new

Homalloy
LIGHT ALLOY REGD



DUAL-PURPOSE TIPPING BODY

TIPS RIGHT . . .

Homalloy dual-purpose tipping body for independent tipping either side. Overall length 16' 6". Each tipping unit 8' x 7' 6" x 2' high. Homalloy tongued and grooved sections with completely smooth surface inside. Fully sealed.



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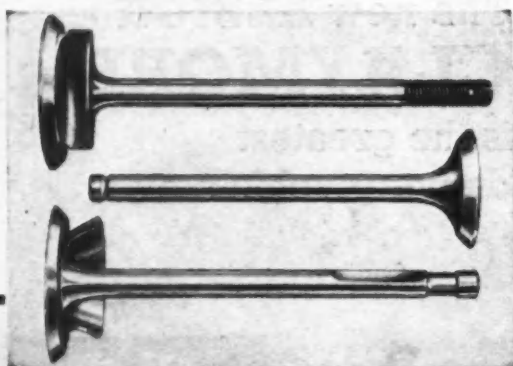
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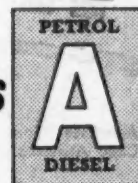
POWER

*If you want
power
- ask for it!*



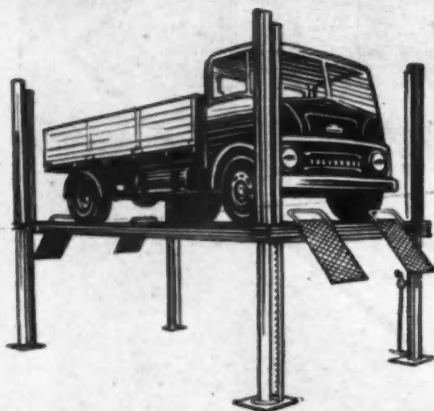
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The new Weaver Imperial synchromatic hydraulic four post lifts. Operated by compressed air and automatically stabilized regardless of load disposition. Price installed from £305.

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Weaver 'Made to Measure' lubrication bays keep your vehicles on the road. These high pressure lubrication units do the job in minimum time. Illustrated are vehicles mounted on Weaver Twin Post Lifts manufactured up to 16 tons capacity.

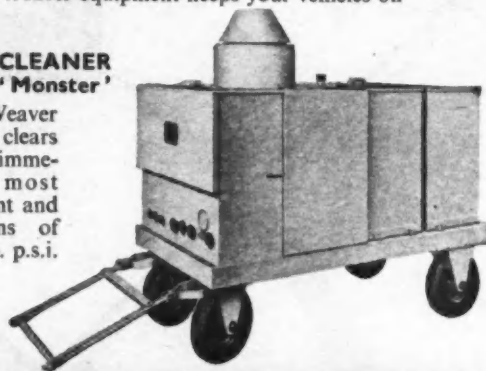
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Air operated for speedy chassis lubrication. The 'Powerflo' and 'Roundtype' are essentials for your service department.

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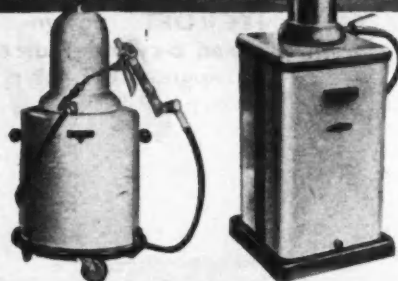
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This robust Weaver steam jet cleaner clears dirt and grease immediately. The most powerful, efficient and economic means of cleaning. 110 lb. p.s.i. in 90 secs.



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The
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- built

14 TON
G.V.W

THORNYCROFT
MASTIFF

FEATURING

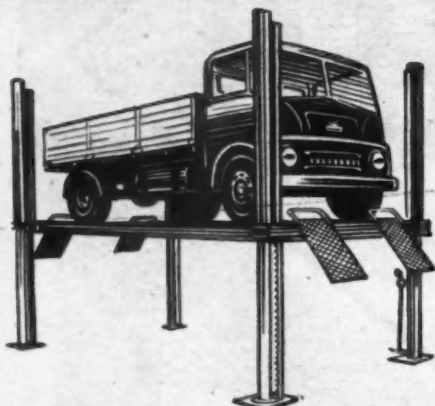
- ★ **THORNYCROFT** designed and manufactured 6-cylinder direct injection oil engine. 109 b.h.p. (net) at 1,800 r.p.m. 354 lb. ft. torque at 1,000 r.p.m.
Nitrided crankshaft with copper lead bearings.
- ★ 5-speed gearbox with optional over-drive.
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- ★ 21' 6" body length.

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Air operated for speedy chassis lubrication. The 'Powerflo' and 'Roundtype' are essentials for your service department.

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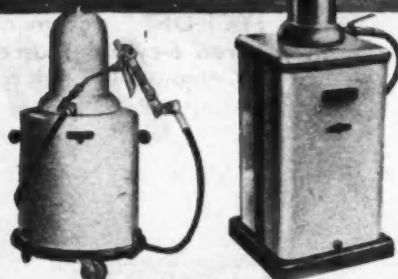
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Nitrided crankshaft with copper lead bearings.
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- ★ Power assisted steering (optional extra).
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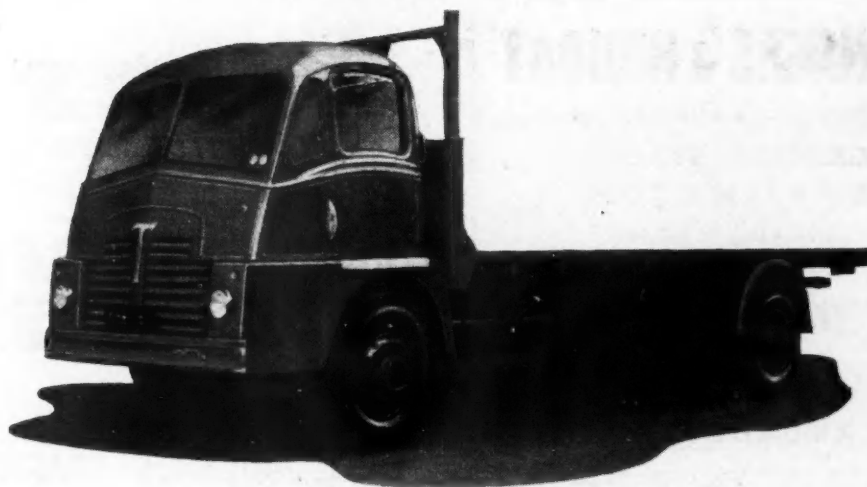
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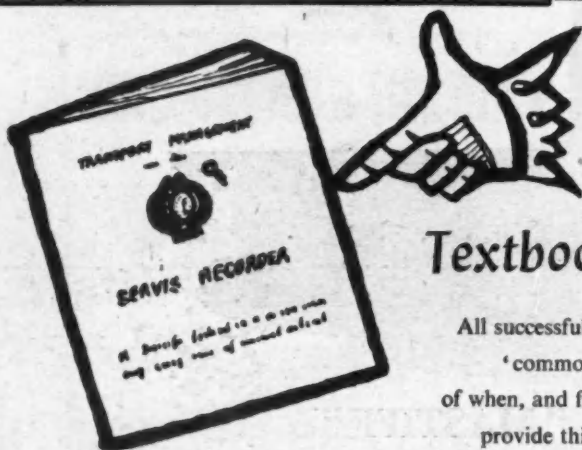
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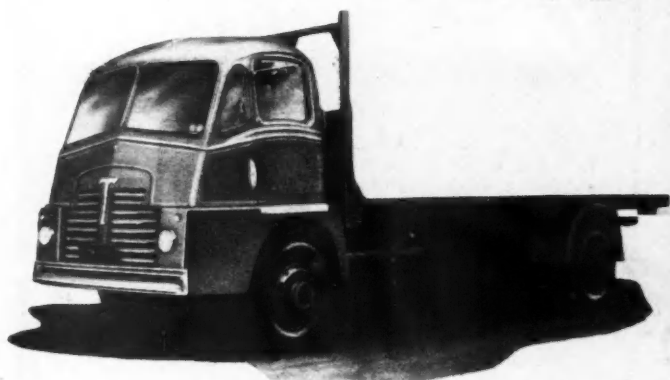
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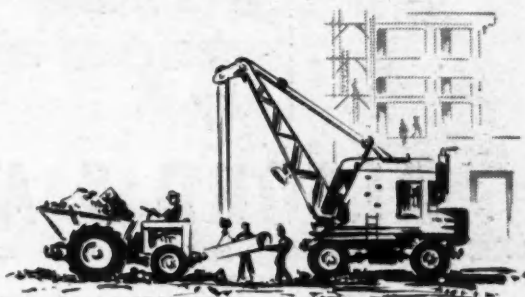
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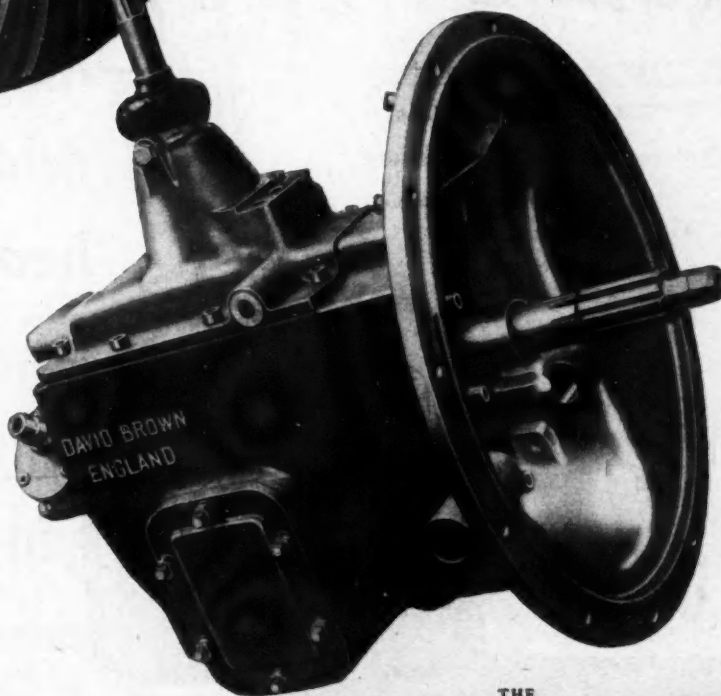
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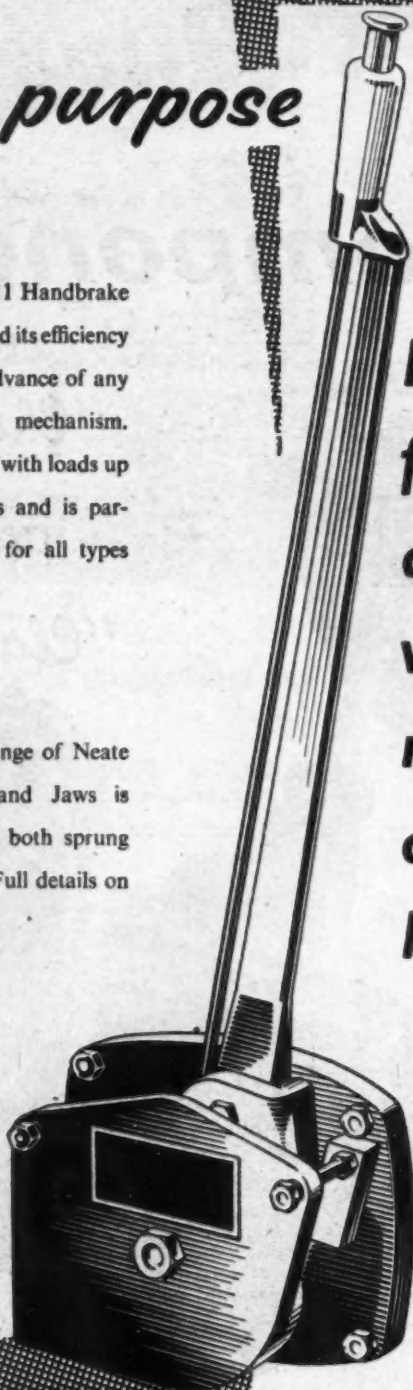
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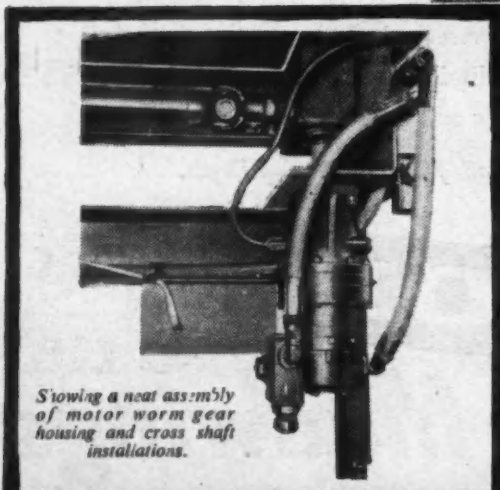
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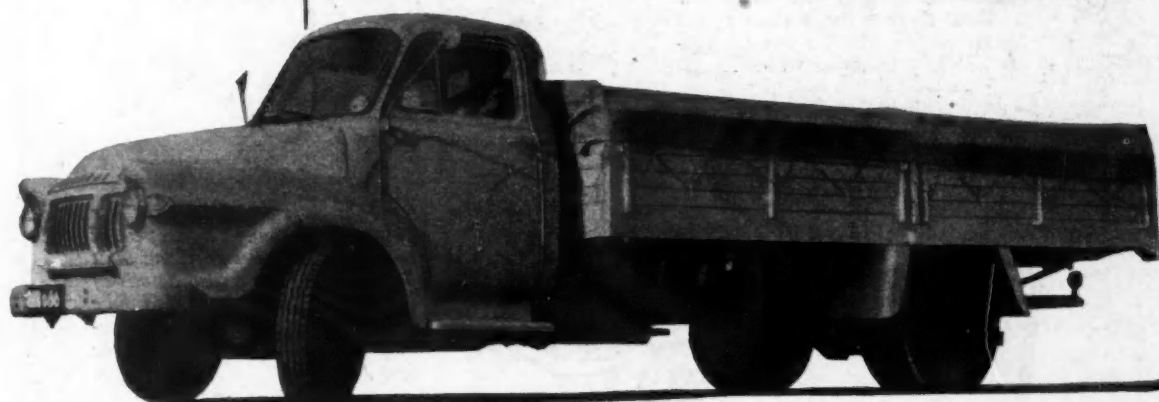
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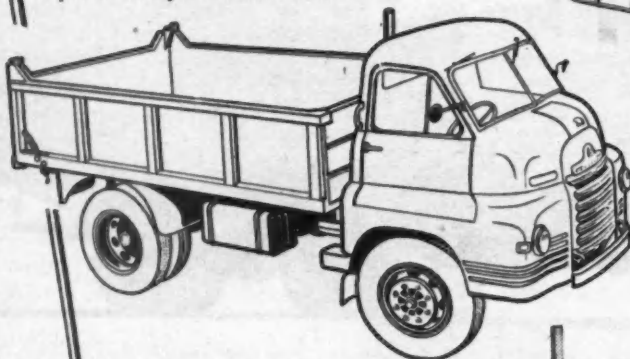
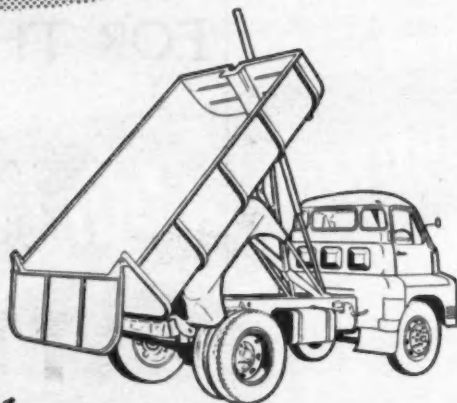
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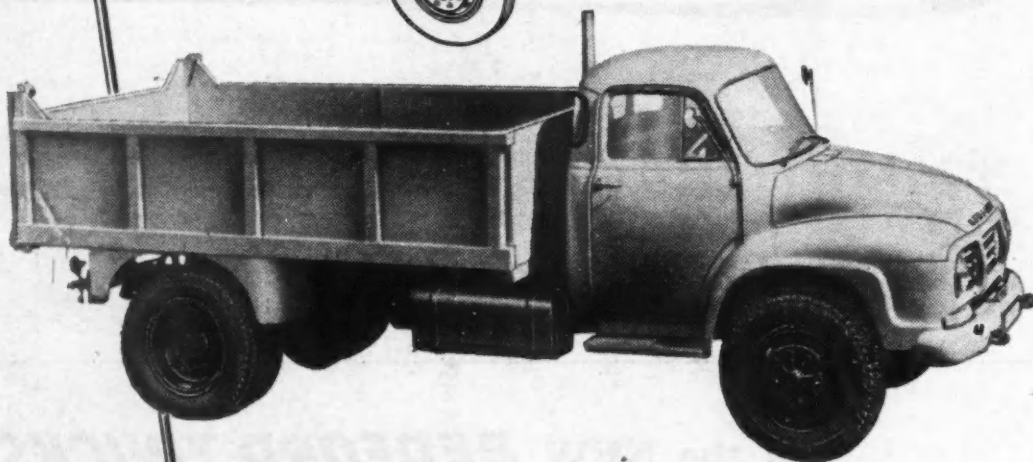
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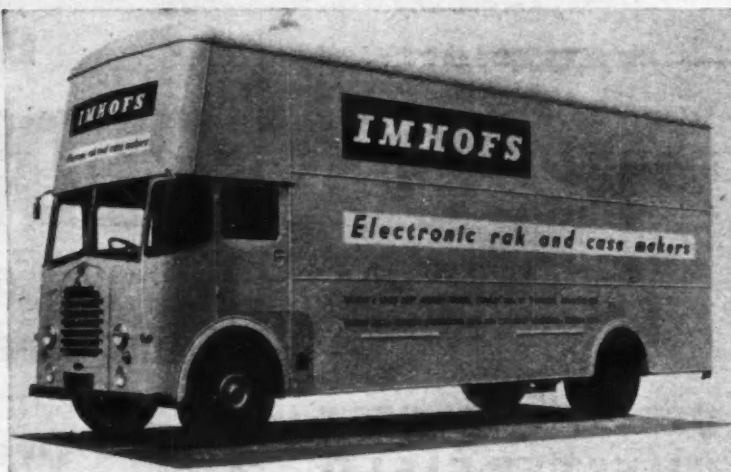
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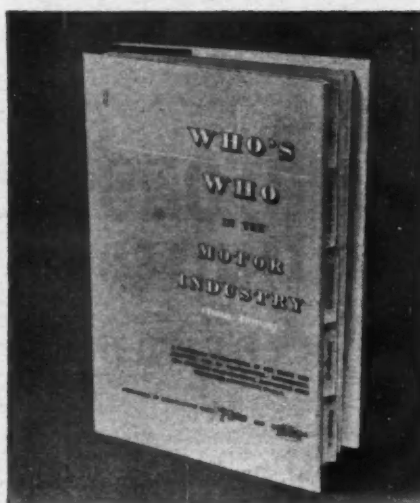
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INDEX TO ADVERTISERS

| Name | Page | Name | Page | Name | Page |
|--|-------------------|--|--------------------|---|-------------|
| A | | Firestone Tyre & Rubber Co., Ltd. | 46 | O | |
| AC Delco, Division of General Motors, Ltd. | 44 | Fisher Renwick (Simpsons Motors) | 29 | Overhall Garages, Ltd. | 28 |
| Albion Motors, Ltd. | 3 | Fodens, Ltd. | Inside Front Cover | P | |
| Alford & Alder (Engineers), Ltd. | 16 | Frodsham Motors, Ltd. | 8 | Park Bros. Ltd. | 80 |
| Atkinson Vehicles, Ltd. | Front Cover | G | | Park Gate Iron & Steel Co., Ltd., The | 23 |
| Autolite & Engineering, Ltd. | 24 | Garlick, Burrell & Edwards, Ltd. | 29 | Parra (Leicester), Ltd. | 10 |
| Automotive Products Co., Ltd. | Inside Back Cover | Girling, Ltd. | 17 | Parsons & Parsons (Garages), Ltd. | 29 |
| Avon India Rubber Co., Ltd. | 40 | Glacier Metal Co., Ltd., The | 13 | Power Petroleum Co., Ltd. | 5 |
| B | | Goodyear Tyre & Rubber Co., (Great Britain) Ltd. | 42 | Prestage, Ltd. | 28 |
| Baker, E. J., & Co. (Dorking), Ltd. | 28 | Gregory's of Uxbridge, Ltd. | 32 | R | |
| Barton Motors (Preston), Ltd. | 31 | Guy Motors, Ltd. | 47 | Raybestos-Belaco, Ltd. | 26 |
| Bedford Distributors, Dealers & Production Suppliers | 23-32 | H | | Read, Phil, Ltd. | 12 |
| Birfield Industries, Ltd. | 14 | Hazlemere Motor Co. | 32 | Real Medland & Wills, Ltd. | 28 |
| Blakes Motors, Ltd. | 31 | Holmes (Preston), Ltd. | 2 | Rubery Owen & Co., Ltd. | 18 |
| Booth, James, & Co., Ltd. | 48 | Howard Bros., Ltd. | 80 | S | |
| Boulton, Jack, Ltd. | 29 | K | | Serck Radiators, Ltd. | 79 |
| Brookes Bros. (N.W.), Ltd. | 32 | Karrier Motors, Ltd. | 43 | Servis Recorders, Ltd. | 12 |
| Brown, David, Corporation (Sales), Ltd., The | 19 | Keith & Boyle (London), Ltd. | 30 | Shaw & Kilburn, Ltd. | 28 |
| C | | Kingston Garage Co. | 8 | Shell-Mex & B.P., Ltd. | 41 |
| Campbell Park, J., Ltd. | 29 | Kingston Hill Motor Works, Ltd. | 29 | S.M.T. Sales & Service, Ltd. | 52 |
| Capitol Motor Co., Ltd. | 30 | L | | Sparshatt, J. H., & Sons, Ltd. | 81 |
| C.A.V., Ltd. | 1 | Lake & Elliot, Ltd. | 50 | Spurling Motor Bodies, Ltd. | 30 |
| Challands Ross & Co., Ltd. | 9 | Lansdowne Commercial Engineers (Stratford), Ltd. | 51 | Stock Liquidators, Ltd. | 79 |
| Chambers & Holiday | 10 | Lawson Pigott Motors, Ltd. | 31 | T | |
| Chloride Batteries, Ltd. | 25 | Leavesley, J. T., Ltd. | 80 | Taskers of Andover (1932), Ltd. | 82 |
| City Motors | 31 | Leyland Motors, Ltd. | 39 | Telehoist, Ltd. | 27 |
| Cocker Brothers, Ltd. | 18 | Loadstar Motor Co. | 10 | T.G.B. (Motors), Ltd. | 82 |
| Commercial Motor Garage & Repair Co., Ltd. | 80 | Longton Transport Equipment Co., Ltd. | 11 | Thomas, Richard, & Baldwins, Ltd. | Back Cover |
| Cox & Co. (R.W.), Ltd. | 26 | M | | Transport Equipment (Thornycroft), Ltd. | 7 |
| D | | Marshall Motor Bodies, Ltd. | 33 | Transport Equipment (Thornycroft), Ltd. Distributors and Production Suppliers | 8-18 |
| Dennis Bros., Ltd. | 34 | Michelin Tyre Co., Ltd. | 38 | Trianon | 82 |
| Dunlop Rubber Co., Ltd. | 21 & 49 | Mitchell, L. A. (Motors), Ltd. | 80 | V | |
| E | | Moss Gear Co., Ltd., The | 15 | Vauxhall Motors, Ltd. | 35, 36 & 37 |
| Edbro-B. & E. Tipplers, Ltd. | 22 | Motor Components (B'ham), Ltd. | 18 | W | |
| Equity Credit Co., Ltd., The | 81 | N | | Weaver Manufacturing & Engineering Co. Ltd. | 6 |
| F | | National Benzole Co., Ltd. | 45 | Western Motor Holdings, Ltd. | 79 |
| Farnborough Engineering Co., Ltd. | 4 | Naste Brake Controls, Ltd. | 20 | West London Repair Co., Ltd. | 82 |
| Ferraris of Cricklewood, Ltd. | 82 | Normand, Ltd. | 81 | Weyburn Engineering Co., Ltd., The | 16 |
| | | | | Wingard (M.A.), Ltd. | 26 |

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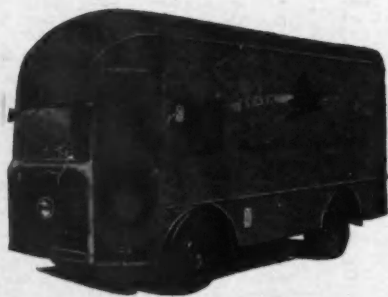
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Blackpool Illuminations

THIS week's conference of the Municipal Passenger Transport Association at Blackpool has been one of the most stimulating ever held by that organization. Both the papers submitted were highly controversial, and the speakers deserve credit for having the courage to express unpopular views.

Both Cllr. C. Blackwell, chairman of Manchester Transport Committee, a keen trade unionist as well as an employer, and Mr. Norman Morton, general manager of Sunderland Transport Department, showed strong sympathy with the workers. Cllr. Blackwell pleaded for greater use of pay incentives for platform crews as well as for maintenance staff, and for a just reward for higher efficiency.

He argued that under the present system, by which a uniform scale of wages was enforced throughout municipal passenger transport, it was impossible to share among the workers the benefits of efficiency. He favoured a differential between municipal operators, according to local conditions of work, as already exists between London and the provinces.

There is reason in his arguments, but it should not be overlooked that it is the growth of trade unionism that has tended to create uniform scales and prevent the recognition of individual merit. Moreover, under the system proposed by Cllr. Blackwell, it would be easy for the unions to split the employers and play one off against the other.

Vested Interest

As a big operator and trade unionist, he is obviously not deterred by that risk. For instance, he complained bitterly that the present negotiating machinery on the employers' side was unduly weighted in favour of the smaller undertakings, and he supported Birmingham's action in breaking away from the Municipal Passenger Transport Employers' Federation.

He was in favour of grouping undertakings in regions, by which he meant the amalgamation of municipal passenger undertakings. In such a scheme Manchester would obviously swallow up the smaller neighbouring undertakings and would be able to fix the level of wages for the region.

Both he and Mr. Morton thought that bus employees were underpaid, although Mr. Morton suggested that

Municipal Operators Champion the Cause of the Workers: End of Private Enterprise Sought

hours and working conditions were an even stronger deterrent than the wage rates to the recruitment of staff. He quoted the decline of the London busmen from second to 56th place in the table of industrial wage earners between 1939 and the present day. Cllr. Blackwell declared roundly that the Federation must face the problem of restoring employees to the highest grades in the national wages scale.

Mr. Morton struck at the root of the problem when he said busmen's wages were ground between the burden of fuel tax and the reluctance of operators to raise their fares. Busmen's wages were being artificially depressed to subsidize State expenditure on anything from health services to nuclear bombs.

In Sunderland, the fuel tax paid was, he said, equal to more than £1 10s. a week on each employee's wages, although he did not suggest that if the fuel tax were abolished, the whole of the savings accruing to operators should be given to the workers.

On the contrary, many operators would say that, in the first place, the equivalent of the economy in fuel tax should be returned to passengers by the way of lower fares. When traffic had been stimulated by this means it would be time to consider sharing the extra revenue with employees.

Lower Fares First

Although he demonstrated the wastefulness and inflexibility of nationalized passenger transport, Mr. Morton's alternative of the complete control of all stage services by local authorities is no less odious. It was easy for him to quote the relatively low fares charged by municipalities as an argument in favour of his proposals, but it should also be remembered that in some cases they are made possible only by neglect to provide properly for reserves.

He seemed to have greater confidence than some of his colleagues in the fitness of the people's elected representatives to run buses. The political pressure exerted on general managers at various times is well known, and if municipal undertakings were commercial in the true sense, some of them would not continue in business for long.

Control by the Traffic Commissioners is no less necessary for municipalities than for companies. If

there were no overall surveillance by the Commissioners it would be possible to manipulate passenger transport for purely political motives, to the disadvantage of a large section of the ratepayers.

A proposal that, with the abolition of licensing, all express services should be taken over by a body set up by the British Transport Commission was equally repugnant and somewhat outside the scope of a member of the M.P.T.A. It is odd that, having exposed the failings of London Transport as an economic machine, Mr. Morton should have proposed the establishment of another.

He also overlooked the fact that the Commission are principally railway operators, who would be able to

suppress necessary long-distance road services. His formula for a "self-contained and controlled and self-supporting unit," connected with the B.T.C. only as a source of revenue, just would not work. Perhaps he did not mean it to be taken seriously.

His implied comment that the Midland "Red" and Bristol companies should cease to make buses was also uncalled-for. The Birmingham and Midland Motor Omnibus Co., Ltd., are pioneers in the design of buses and their work is of long-term benefit to all operators. Moreover, the Bristol, another advanced product, has a high reputation for reliability and longevity, and would probably sell in large numbers if it were on the public market, as it was before the 1947 Act was passed.

Passing Comments

Reading Vehicle Instruments

AN interesting point about cab design has been raised by Mr. E. N. Corlett, of Birmingham University's engineering production department. Looking at a new vehicle, he noticed that the six circular meters in the cab mostly read in different directions, which meant that a driver had to look separately at each dial and remember which way the needle travelled.

Mr. Corlett points out that for many years it has been the practice in the aircraft and process engineering industries to guard against errors by ensuring that all instruments operate in the same direction, and that pointers rest at the same angle under normal running conditions. As a result, reading is easier, and any faults are spotted immediately, because one pointer is not in line with its partners.

He suggests that, for normal running, all pointers should rest at the "12 o'clock" position, with the exception of the fuel gauge and speedometer. Then they should travel in a generally clockwise direction. Mr. Corlett also puts forward the idea that in all cabs these meters should be just above the steering wheel, so that the driver's eyes do not have to change focus so often in moving from the road to his instrument panel.

Automation by Vauxhall

LAST week a party of some 40 members of the Institute of Road Transport Engineers paid a whole-day visit to the Luton Works of Vauxhall Motors, Ltd. This proved most interesting, particularly to those who had not been at the works for several years, and there were many comments on the great improvements which had been carried out, especially towards a high degree of automation.

For some of the major units a three-day supply of parts continuously circles the shops on a slow overhead conveyor, thus avoiding any delays in production by possible stoppages of the supply of particular components.

Cylinder castings are fed into a battery of machines and they are delivered completely machined at the far end.

One of the most impressive sets of machines cuts the teeth of gearbox countershafts. The blanks are fed onto spigots on a small conveyor chain, and an arm on each machine lifts a blank, fits it into position for cutting and replaces it on a spigot when finished in a manner which is almost human, but even more meticulous. The only manual work on the shafts seems to be the removal of a few burrs.

And so the process of mechanization has extended in a great many other directions, even to the spray-painting

of bodies. On those for cars there are altogether about eight coats, including two for rust-proofing. The spraying booth has four sets of swinging spray arms. Each is comprised of two pairs, one pair dealing with the upper part of the body and the other with the sides, and the only two men with them are equipped with hand sprayers to add any finishing touches required.

Incidentally, this booth is so arranged that there is a partial vacuum reaching up to about half the height of the men, which almost obviates the need for masks, all surplus paint being drawn downwards.

The press shop is huge and contains dozens of presses, ranging up to 1,200 tons. Complete floors, roofs, sides and other parts are produced in one or two "blows." To these are tack-welded the smaller sections and fittings before they are built into complete body shells. Where necessary flame welding is also employed. Later the vehicles are polished under the almost-blinding light emitted from hundreds of fluorescent lamps so that the most minute defect can be seen.

A Nice Touch

TOWARDS the end of August a reader of this journal booked two returns by coach between Victoria and Calne by Western National's Royal Blue service. The return coach was due to leave Calne at 4.23 p.m. but when it arrived at 5.10 p.m. it was full. The driver said that he had telephoned to the head office and a relief would be coming. This arrived at 6.25 p.m. and, with only the two passengers, proceeded to Marlborough, arriving at 7 p.m. Here the relief driver said that he could not take them farther as he had already driven from Paignton before picking them up.

It was then agreed with an inspector to await a bus, which would leave Marlborough at 8 p.m. This arrived at Victoria Coach Station at 10.30 p.m.

Subsequently a letter was sent to the operators suggesting that better service might have been given, although there was no complaint regarding the employees concerned, who had all been most courteous. To the writer's surprise a reply was received saying that the complaint would be investigated, with a view to preventing such occurrences in the future, and enclosing 10s. to cover any additional expenses which might have been incurred.

It is presumed that this should not be considered as a precedent, but it does show that even nationalized organizations can possess that human touch, which can help to smooth ruffled feelings.

Vital Statistics

REFERENCES to the question as to whether or not there was a Rolls bus, which have appeared recently in *The Commercial Motor*, have prompted a lady reader to write as follows: "Charlie Rolls was a great friend of my brother, E. S. Shrapnel-Smith [The first editor of this journal—Ed.] and once, when staying with us in Berkshire, he was greatly interested in the design of a large Léon Bollée car belonging to another guest. Having obtained permission to take certain measurements of this vehicle, but having mislaid his notebook, Rolls jotted them down on visiting cards found in the hall tray. Later, the cryptic writing on some of these cards puzzled our housekeeper, who discovered 'Back to dash .. feet' on that of the vicar's wife."

Piping Light to Dials

IT is well known that light can be "piped" or bent by the use of rods of glass or certain plastics. It seems, however, now that a new method of achieving this has been discovered, using transparent glass fibres, which are said to have proved more efficient than anything else employed hitherto. An obvious advantage of this material would be for instrument dials, in which a number could be lit from a single source of light.

One Hears—

That despite the "No dogs allowed" notices, the Thornycroft Mastiff will still appear at Earls Court.

That, presumably, it will be kept on a lead, as it could take a bite out of some markets.

That it came as a pleasant surprise to hear an industrialist speaking of the "rapid progress of road construction" in Britain.

That, to some people, it might appear to be hastening slowly.

That although numerous local authorities have given long notice of the dates by which houses must bear numbers, many of these orders have been ignored.

That threats of proceedings for disregarding this might make householders more willing to comply.

Of someone suggesting that London Transport should invite Max Bygraves to present their awards for employees' brainwaves, with his classic comment, "A good idea, Son."

That a proposed regulation in the States is that every motor vehicle shall signal a turn, or movement from one traffic lane to another, not less than 100 ft. before the driver takes such action.

That, in Britain, warnings of this type are often given in less than the length of the vehicles concerned.

Automation—A Deplorable Word

THE word "automation" must sometimes be employed in this journal. Its usage is almost enforced, but many people will be heartily in sympathy with Standard's managing director, Mr. Alick Dick, in his condemnation of the term when speaking to the delegates of the Institution of International Engineering and Research Congress at a recent luncheon at the Banner Lane Works. He said, "I deplore the word automation as a description of improved equipment."

It is suggested that the word has less and less meaning the more often it is used, but it is not as bad as "automated."

International Dictionary

SPEAKING for the guests at the I.I.E.R. Congress, Mr. H. Tornebohn of the Swedish S.K.F. company endorsed Mr. Dick's praise of the Institution's work as a means for promoting international harmony as well as the spread of technical knowledge. Fourteen countries are members of the Institution, of which 10, including Czechoslovakia, were represented at the congress.

A worthy project of the Institution is the preparation of an international dictionary of production technology.

Of the Show exhibit-to-be that is one of a type now working "in the Indian Ocean."

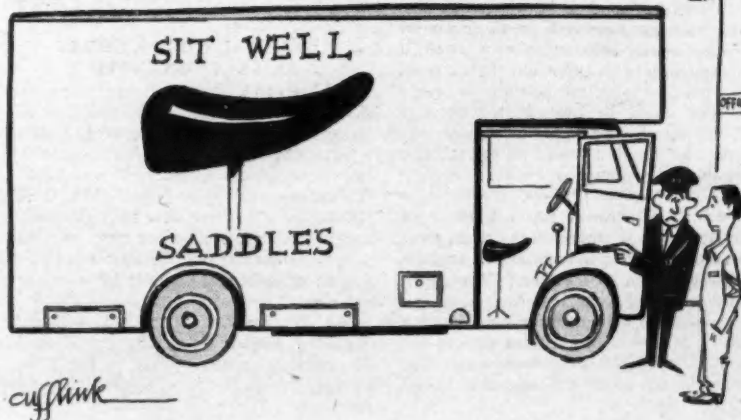
The pertinent question: "Any (road) vehicles, atomic-powered, of course, from the North Pole area?"

That the man who sawed himself off a tree while sitting on a branch has many a counterpart in modern industrial disagreements.

Of a "crib" on "One Hears"—in the August *Road Way*—including one, courteously acknowledged, paragraph from *The Commercial Motor*.

From the *Sunday Times*:

Resemble not the slimy snail,
Who, by its filth, records its trail,
Let it be said, where you have been,
You leave the face of nature clean.



B.R.S. (Parcels) Make Late Change in Normal User

APPLYING for new A licences to cover vehicles at four Scottish bases, B.R.S. (Parcels), Ltd., made a last-minute change in their proposed normal user at Aberdeen last week. Instead of "mainly parcels/smalls in Great Britain," they sought a separate user for each of the bases—Aberdeen, Dundee, Methil and Elgin. This move, together with an overall reduction of 18 vehicles in Scotland's Northern Area, placated the 51 objectors, and the applications were granted by Mr. Alex Robertson, Scottish Deputy Licensing Authority.

Mr. D. Brown, for the British Transport Commission, said that instead of the blanket user, they wanted "mainly parcels/smalls" as follows: Aberdeen—"within the counties of Aberdeen, Angus, Kincardine, Banff, Moray, Nairn and Inverness, with daily journeys to Glasgow and Edinburgh"; Dundee—"within the counties of Angus and Perth, with daily journeys to Methil, Glasgow, Edinburgh and Aberdeen"; Methil—"within a radius of 50 miles and daily to Glasgow"; and Elgin—"within the counties of Aberdeen, Banff, Moray, Nairn and Inverness."

Mr. J. D. Reed, traffic assistant to the divisional manager, said the overall number of vehicles in the Scottish Northern Area would be reduced from 103 to 85, and the number of trailers would drop by six.

Some Free A-licences

It was not proposed to surrender all their free A licences so, if the application were granted, the position would be: Aberdeen—38 vehicles, including 14 on free A licence (a reduction of 11); Dundee—26 vehicles, four on free A licence (reduction of eight); Methil—12 vehicles (an increase of eight); Elgin—a new base with eight vehicles formerly based at Aberdeen.

Mr. Reed explained that there would no longer be vehicles at Cupar, Dunfermline and Peterhead, but one on free A licence would be kept at Perth. Already the application in the Scottish Southern Area had been granted, so if all the proposals were approved the total of vehicles in Scotland would be reduced from 290 to 263.

Mr. V. G. E. Treble, area accountant for Scotland, said Britain was divided into nine geographical areas, none of which was self-sufficient. As a result, it was impossible to apportion the earnings of particular vehicles because as many as four could be used in the carriage of one parcel. By running economically with the smallest number of vehicles possible, the company made a trading profit of £1½m. in 1957-58.

Mr. A. P. Brown, for a number of objectors, said there was still some anxiety about the movements of vehicles from one area to another. The applicants still held some free A licences and they ought to keep those vehicles in their area. It had been admitted that in the past, 15 vehicles which should have been based in the south had operated in the north.

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Mr. W. D. Connochie said a prima facie case had been made out, but the objectors were not completely satisfied with the figures. Separate returns from each depot could have been made available.

Granting the application, Mr. Robertson declared that the figures were more than adequate and they had been certified, which was more than could be said of those put in by British Railways earlier in the week (*The Commercial Motor*, September 5). He was glad the applicants had thought it right to abbreviate their normal user, as he believed that the original user had caused much of the difficulty.

TWENTY MORE B.R.S. CADETS SELECTED

TWENTY candidates have been selected by British Road Services to take part in their 1958 cadet training scheme. They will receive two years' training to assist them to qualify for higher administrative, managerial and supervisory posts.

Individual training will be given at various levels in the organization and emphasis will be placed on practical work. The programme will include experience in general haulage, parcels yards, loading banks, traffic operation, office routine, accountancy, and repairs and maintenance.

One of the candidates is a driver, another a fitter and four are university men. The successful candidates are as follows:—

J. S. Banks, E. Canning and L. Cartile (North-Eastern Division); W. Black and J. G. Paterson (Scottish Division); A. G. Boatwright, A. F. Davey and S. D. E. Dunford (South-Eastern Division); A. C. Edwards, R. W. Irons, A. T. Jones and J. Owen (Western Division); S. Kidney, K. B. V. Sharpe, L. F. Small and R. S. Wolfe (Midland Division); N. J. Riley, H. I. Sherratt, R. P. Slinner and A. W. Winteringham (North Western Division).

"GENERAL GOODS, GREAT BRITAIN" GRANTED

A NORMAL user of "general goods, Great Britain" was granted to Buckley's Haulage (Blackburn), Ltd., last week, when they had five special-A licence vehicles transferred to public A licence. On their behalf, Mr. J. A. Dunkerley said there were no objections, and it was impossible to be more explicit about the normal user because Buckley's carried miscellaneous goods all over the country.

Mr. W. Bowker, a director, said the company carried "anything anywhere." The application was granted by Mr. J. R. Lindsay, North Western Deputy Licensing Authority.

Power Station Coal to Go by Rail

ALL coal used in power stations is to be delivered by rail in future. This is the basis of an agreement between the Central Electricity Authority and the British Transport Commission which was due to be signed on Wednesday.

One immediate result will probably be that coal factors will give up hiring vehicles and will use their own C-licence lorries to deliver to power stations which are not connected to the railways.

Amended Normal User Satisfies B.T.C.

WHEN E. W. Shelton, Ltd., Devonshire Street, Keighley, agreed to restrict their normal user, the British Transport Commission withdrew their objection to the company's application for an extra A-licence vehicle last week. Maj. F. S. Eastwood, Yorkshire Licensing Authority, granted the application.

Mr. Shelton said in evidence that the company operated two A-licence vehicles and one lorry on B licence. If the application were granted the B-licence vehicle would be surrendered. It was at present engaged on a specialized service carrying materials from Government sales and other people wanted similar work done.

Answering Mr. T. B. Atkinson, for British Railways, Mr. Shelton agreed that 90 per cent. of his A-licence traffic was supplied by Bell's Transport Services, Ltd., and that he was already carrying some Government surplus on A licence.

Mr. Atkinson said he had recently succeeded in preventing Bell's from getting three extra vehicles on A licence, and at the same hearing an application by one of Bell's sub-hauliers for an addition was refused.

B.R.S. would withdraw if the normal user were restricted to "Government surplus material."

B LICENCE SOUGHT FOR INTER-COMPANY WORK

ASKING for 13 C-licence vehicles to be transferred to B licence, Mr. I. Orratt, a director of Thomas Motors, Ltd., Blackpool, promised at Lytham, on Tuesday, that the lorries would be used only by companies in the Thomas group. He told Mr. J. R. Lindsay, North Western Deputy Licensing Authority, that more companies had been formed with the expansion of business and extra transport was necessary.

Answering Mr. J. Kershaw, for the British Transport Commission, he said inter-company haulage had been done without payment in the past, but charges would be made if the application were granted. They wanted to carry tyres within a 50-mile radius.

The case was adjourned for the production of documents requested by Mr. Lindsay.

Highland Haulage "Do Not Seek Monopoly"

A SUGGESTION that Highland Haulage, Ltd., were trying to establish a haulage monopoly along with British Road Services in the north of Scotland was denied on Monday by the company's managing director, Mr. W. H. MacLennan. He was giving evidence for the company when they objected to an application by Mr. John Catto, Beaulieu, for two A-licence vehicles.

Answering Mr. G. H. Munro, for Mr. Catto, he agreed that Highland Haulage acquired many of the B.R.S. licences in the area on denationalization and had since become the largest haulage company there. He pointed out, however, that a large number of vehicles was operated by small independent hauliers.

Mr. MacLennan went on to deny that Highland Haulage kept one or two vehicles standing by so that they might oppose any application from another haulier by declaring that their own lorries were not fully employed.

"We are not out to create a monopoly," he declared.

After an adjournment, Mr. Catto said he was prepared to accept a restricted licence for general goods within the counties of Inverness, Ross and Sutherland with one load of mining timber each week to mining areas in the south of Scotland. Mr. Alex Robertson, Scottish Deputy Licensing Authority, granted the application in those terms.

NO OBJECTIONS TO TIPPER APPLICATION

A NEW A licence for an 8½-ton tipper was granted to Walker Bros. (Heysham), Ltd., on Tuesday, after three witnesses had stated that tipping facilities in the Morecambe area were inadequate.

Mr. J. Walker, a director of the company, said they were operating six vehicles on special-A licence and three on contract-A. They had originally intended asking for two extra vehicles, but they hoped that one would meet requirements.

For the company, Mr. J. A. Dunkerley said they specialized in tipping operations. He pointed out that the objectors had withdrawn now that the number of vehicles sought had been reduced.

Mr. J. R. Lindsay, North Western Deputy Licensing Authority, granted the application.

HAULIER FINED £9

FOR exceeding his radius with a B-licence lorry, Robert Robinson, haulier, Dunlop Street, Sheffield, was fined £3 at Sheffield on Monday. He was fined a further £6 for failing to ensure that drivers kept records on six occasions, and was ordered to pay £7 7s. costs.

Admitting the offences, Robinson claimed that he had been unable to exercise proper supervision, because he had been paying daily visits to a sick daughter in hospital.

Two drivers were each fined a total of £6.

A-licence Transfer Case is Relisted

AN application by Mr. H. Parkinson, Blackpool, to take over an A licence held by G. E. Curry, Ltd., was relisted on Tuesday by the North Western Deputy Licensing Authority, Mr. J. R. Lindsay. He said it seemed that what had been local work had jumped up to long-distance haulage, and a short-term B licence would be granted until the case could be heard again.

Mr. J. A. Dunkerley, for the applicant, said Mr. Curry had been forced to suspend operations with his vehicle for health reasons. In May, 1955, Mr. Parkinson took over the business and operated to various parts of the country. He now realized, however, that he should not have done this, and he wanted to put things right.

In evidence, Mr. Parkinson said he wanted a normal user of: "General goods, Great Britain." He produced letters from three companies who said that work given in the past to Curry's would be diverted to Mr. Parkinson.

Answering Mr. P. Kershaw, for the British Transport Commission, he said £350 was paid to Curry's for goodwill. Earnings from the three customer companies were not available.

To this, Mr. Kershaw declared that a written agreement had been made about the goodwill, yet Mr. Parkinson had not bothered to discover the extent of Curry's business.

Mr. Lindsay said the short-term licence would be restricted to a 15-mile radius, although goods could be carried "as required" for four named companies.

MOTORWAY EXTENSION URGED

AN extension of the London-Yorkshire motorway to Leeds from its proposed termination near Sheffield is being further pressed for by interested local authorities in the West Riding. They are to hold another meeting in Sheffield, probably at the end of this month.

The authorities concerned are the West Riding County Council and the corporations of 10 large towns. The Minister of Transport has been asked to extend the motorway and provide an idea of the date when work could be started.

Reliance upon the Great North Road and the present road system is regarded as unreasonable for a heavy industrial area. It is claimed that this need was recognized when the original plan was drawn up in 1946.

An extension from Sheffield to Leeds would pass between Sheffield and Rotherham, pass Barnsley east of Silkstone, and go between Wakefield and Ossett. There would be a branch to Wetherby near Robin Hood.

VAUXHALL INCREASE AGREED

AN increase in wages of 2½d. an hour for skilled workers, 2d. an hour for production employees and 1½d. an hour for labourers made by Vauxhall Motors, Ltd., was accepted on Tuesday.

3,220 Vehicles Would Use Tay Bridge Daily

THE census of potential traffic for a Tay road bridge has shown that 3,220 vehicles would use such a bridge daily. This figure is the result of a count taken at three points in August, and is some 50 per cent. higher than estimates made by the Scottish Office.

The daily averages of vehicles passing the three check points were 4,070, 4,290 and 830, giving a total daily average of 9,190. Thirty-five per cent. of the drivers indicated preference for a bridge.

Of the 3,220 vehicles, 60 per cent. were long-distance vehicles travelling from points 25 miles north of Montrose and 25 miles south of Kirkcaldy, and about a quarter were destined for England. Coach traffic was also involved.

The Tay Road Bridge Committee are to take the earliest opportunity of having the details inspected by the Scottish Office. The census is regarded as definite evidence of the need for a bridge, especially in view of the build-up of road traffic each year and the fact that the existence of a bridge would attract further traffic.

WIDER BENEFIT FOR INDUSTRIAL INJURIES?

AN amendment to the Industrial Injuries Act, following the case of a Salford bus conductor who was refused benefit under the Act after being injured when he was assaulted by two youths on his bus, is to be sought by Mr. Frank Allaun, M.P. for Salford East. The conductor, Mr. Clifford Richardson, aged 48, of Bradley Avenue, Salford, was unable to work for 12 months and can now do only light work at the bus depot.

A court decided that Mr. Richardson was not entitled to benefit because his injuries did not arise out of his employment.

OPERATED WITHOUT LICENCE

AFTER buying the haulage business of Colchester Transport, Ltd., John Winnard, Roseberry Avenue, Colchester, operated a vehicle before the A licence had been transferred. This was stated at Colchester on Tuesday, when he was fined £2 on each of three summonses for using the lorry without a licence. He was also fined £2 for exceeding the legal hours on one occasion.

The Eastil Finance Co., Ltd., Colchester, from whom he bought the business, were fined a total of £6 for aiding and abetting him in the offences. It was stated that the licence transfer had since been completed.

ONE-MAN BUSES FOR BARROW

ONE-MAN buses are to be introduced by Barrow-in-Furness Corporation on October 6. They will operate on the Coast Road service. Mr. T. Lord, general manager, said last week that negotiations with the Transport and General Workers' Union had been in progress for some time and had now been completed satisfactorily.

Stations Do Not End Congestion: Councils Should Share Costs

LOCAL authorities frequently say there is a need to build a new bus station on the score that it would remove a cause of street congestion and then demand that the bus companies should pay for it. When it has been built, congestion is often as bad as ever, because the space formerly occupied by buses is used for car parking or for a taxi rank," Mr. A. G. C. Baker, chairman of the Birmingham centre of the Institute of Traffic Administration, said on Monday, in an address on "Bus Stations and Their Uses."

"A bus station erected in a small Midland town is no more than a glorified lay-by, but Midland 'Red' buses must pay every time they pass through it," he added.

The questions, "who pays?" and "how much?" were vexed ones, said Mr. Baker. Bus stations were costly and the insistence by councils of small towns that they should be constructed and should be paid for by bus companies in the form of tolls added substantially to costs of operation. These stations were being built to benefit the community as a whole and it was reasonable that the local authority should pay part of the cost.

Policy Lapsed

Until 1939, this policy had been mutually accepted by the Birmingham and Midland Motor Omnibus Co., Ltd., and local authorities, but since the war it had lapsed. In some cases, bus stations had been proposed for towns in which there were no terminal points.

Birmingham's first bus station would be under the Smallbrook Street flyover, which was nearing completion with the construction of the new inner ring road. Eventually, there would probably be three bus termini in the city centre. A decision on the question of cost was likely to be made soon.

Answering questions, Mr. Baker said that if bus companies had to pay for a station without assistance from the local authority, they should have a hand in its organization and control.

Commenting on a member's claim that the proposed municipal bus station in Wolverhampton would cause congestion, he said that the use of land near the railway station, because it was already owned by the corporation, was a wrong principle. The site of a station should be selected to facilitate the movement of vehicles. A bus might be delayed for three quarters of an hour before it could enter the station proposed to be built in Wolverhampton.

NEW M.P.T.A. PRESIDENT

THE new president of the Municipal Passenger Transport Association is Mr. F. S. Taylor, general manager of Newcastle upon Tyne Transport Department. He was installed in office at the Association's conference this week.

Mr. A. F. Neal, general manager of Manchester Transport Department, is the incoming vice-president.

[The papers presented to the conference are summarized on pages 205-207.]

MICROGRAMS . . .

New Factory Planned: Alfred Walker Coach-builders (1934), Ltd., plan to build a new factory at Cardiff Road, Watford, for commercial-vehicle bodybuilding.

Two Lollies: The new Dennis Loline front-entrance double-decker, described in *The Commercial Motor* on August 29, has not superseded the rear-entrance type, which continues to be produced.

Ben Dance Date: A Motor Show Dance and Cabaret will be staged on October 28 by the London Centre of the Motor and Cycle Trades Benevolent Fund at the Empire Rooms, Tottenham Court Road, London, W.1.



This Morris 2-3-ton oil-engined prime mover and Rollalong caravan are used by Bottogas, Ltd., for publicity purposes. The Morris has bodywork by R. W. Osborne and Son, Ltd., Saffron Walden, Essex, to accommodate demonstration cookers, and the caravan is equipped as a showroom. Full-fronted styling of the prime mover may be noted: the grille panel removes for withdrawal of the engine.

Men in the News

MR. G. W. KELLAND has been appointed public relations officer of the Birfield Group.

MR. REG JACKSON-COX, technical liaison manager of the Slip group of companies, will visit the U.S.A. and Canada at the end of the month.

MR. C. BARKER, **MR. C. A. BENNETT** and **MR. P. P. FINLEY**, three senior managers of H. and J. Quick, Ltd., have been constituted as a committee to advise the board.

MR. J. SCHOFIELD, works manager (trolleybuses) for London Transport, has retired. **MR. J. W. WICKS**, works manager (buses and coaches) will take over Mr. Schofield's duties.

MR. J. MITCHELL, for many years manager of the Edinburgh depot of Clarkson and Co. (Scotland), Ltd., has resigned through ill-health and is succeeded by **MR. WILLIAM GENTLEMAN**.

MR. H. R. LANE, who has retired from his position as chief engineer to Southdown Motor Services, Ltd., will act in an advisory capacity to the home sales division of Pinchin, Johnson and Co.

MR. E. C. TAYLOR, London Transport pay-rolls officer, has retired after 46 years' service. He is succeeded by **MR. N. G. ROBINS**, costs assistant in charge of the catering costs office. He has been with the L.T.E. since 1930.

MR. F. G. POWELL, who has become southern branch manager for the Power Petroleum Co., Ltd., was formerly manager of the company's north western branch. He is succeeded there by **MR. G. A. LONG**, formerly district manager of the western branch.

MR. H. A. BRUNDAGE has been appointed financial director and secretary of the Goodyear Tyre and Rubber Co. (Great Britain), Ltd., in succession to **MR. D. GOW**, who has been with Goodyear for 36 years. Mr. Brundage joined them in 1941, working in America for five years.

SIR LEONARD SINCLAIR has been made a part-time member of the British Transport Commission. He became a director of the Esso Petroleum Co., Ltd., in 1943, was managing director from 1949-57, and has been chairman since 1951. From 1955-57 he was also chairman of the Cleveland Petroleum Co., Ltd., and the British Oil Storage Co., Ltd. He is a director of Esso Research, Ltd., and the Eagle Star Insurance Co., Ltd.

SIX SEEK TRAFFIC POST

SIX candidates for the appointment of traffic superintendent have been selected to appear before Southport Transport Committee next Thursday. They are **MR. A. G. BENTLEY** (Walsall), **MR. A. MCCOMBES** (Northern General Transport Co., Ltd.), **MR. P. A. VINE** (Coventry), **MR. L. INGHAM** (Wallasey), **MR. W. MANDERSON** (Rotherham) and **MR. R. MARSHALL** (Nottingham).

Another Air-sprung Guy Model

IN addition to the two air-sprung passenger vehicles to be exhibited at Earls Court by Guy Motors, Ltd. (announced exclusively in *The Commercial Motor* last week), a Guy Formidable tractor with rear air springs is to be displayed on the stand of G. Scammell and Nephew, Ltd.

The tractor will be coupled to a 4,000-gal. spirit-tank semi-trailer, the axle of which is also air sprung, and the gross weight of the laden outfit is said to be 20 tons. Carrimore running gear is used on the semi-trailer, incorporating Dunlop rolling-lobe springs, and the axle is carried on rubber-bushed radius arms.

Dunlop rolling-lobe diaphragm units on the tractor are located behind the axle centre line at the ends of the radius arms. Between the axle and the springs there are large telescopic dampers, and there is a levelling valve on each side of the chassis frame, linked directly to the axle tubes. A Panhard rod behind the axle provides transverse location.

The spring units have integral surge tanks, and therefore are not bulky. Nylon piping is used extensively for the air supply to the springs, and on the semi-trailer. The tractor has a wheelbase of 8 ft. 9 in., and is powered by a Meadows 150 b.h.p. oil engine.

REYNOLDS AND BOUGHTON COMBINE

A NEW company, Reynolds Boughton Engineering Services, Ltd., has been formed to combine the vehicle bodybuilding and engineering activities of W. J. Reynolds (Motors), Ltd., New Road, Dagenham, with those of T. T. Boughton and Sons, Ltd., Amersham, Bucks.

Design and manufacture will be concentrated at the main works at Amersham where ample facilities, including drawing offices, machine and assembly shops, are available.

At the Commercial Motor Show at Earls Court, Stand 29 will be held under the title of the new company. The major exhibit will be an entirely new civil engineers' winch vehicle on a Thames Trader 4 x 4 chassis of 13 ft. 4 in. wheelbase.

M.P.T.A. ESSAY AWARDS

CASH prizes amounting to more than £66 have been awarded by the Municipal Passenger Transport Association in their 1958 essay competition.

Winner of the section for administrative and supervisory staffs was Mr. Harold McDonald, statistical and investigation officer of Leeds City Transport. Other prizes in this section went to Mr. Walter Lawrence, traffic assistant with Aberdeen Corporation, and Mr. Henry Miller, deputy chief clerk to Doncaster Corporation.

In the operating staffs section, Mr. Brian A. Salmon, a Reading Corporation conductor, won first prize. Other awards were made to Mr. George R. Barnes, a Cardiff Corporation driver, and Mr. Harold Kops, Huddersfield Corporation conductor.

Dunlop rolling-lobe diaphragm air springs applied to the rear of a Guy Formidable tractor to be shown at Earls Court by Scammell and Nephew. The picture shows also one of the telescopic dampers and a levelling valve.



East Kent Extending One-man Operation

WITH the introduction of winter timetables on Sunday, the East Kent Road Car Co., Ltd., will extend the use of one-man buses from 26 to 42 rural routes covering Folkestone, Thanet, Ashford, Canterbury, Herne Bay, Whitstable, Faversham and Rye.

The standard vehicles for this type of operation are A.E.C.-Weymann 41-seat semi-coaches built in 1955-56. They have special stands for Setright ticket machines together with cash tills which have been designed and made by the bus company.

On some of the routes, two-man operation will be re-introduced to cope with extra traffic in summer.

"DO NOT CUT RATES"

ARIDING school proprietor, Mr. P. Hallas, Woodkirk (Yorks), was last week granted a B licence by the Yorkshire Licensing Authority to carry pottery, rags and greengrocery within 10 miles. "I do not want any cut rates," warned the Authority, Maj. F. S. Eastwood. "I hope you have agreed some rates with your witnesses."

NEW TRANSPORT COMPANIES

H. and D. Hyde Coaches, Ltd. Cap. £1,000. Dirs.: R. Hyde and Mrs. D. Hyde, 13 Hawthorn Road, Denton, Cheshire, and H. Connett, 3 Greenwood Avenue, Clifton, Swinton. Sec.: R. Hyde. Reg. office: 70 Norman Road, Manchester, 14.

Frigo European Road Services, Ltd. Cap. £100. Subs.: R. Sinclair, 147A Kensington High Street, London, W.8, and J. C. Huppert, 2 Rosemont Court, Rosemont Road, London, W.3.

R. B. Frost and Son, Ltd. Cap. £500. Dirs.: R. B. Frost and Mrs. E. Frost, 160 Guildhall Road, Birkdale, Southport. Sec.: Mrs. E. Frost. Reg. office: 160 Guildhall Road, Birkdale.

Taylor's Removals, Ltd. Cap. £3,500. Dirs.: H. J. Taylor, 1 East Grove Road, Newport, Mon.; H. F. R. Taylor, Porton, East Grove Road, Newport, and B. M. S. Roberts, Oak Tree Bungalow, Aberthaw Road, Newport. Reg. office: Oak Tree Bungalow, Aberthaw Road, Newport.

Frank Burman, Ltd. Cap. £10,000. Dirs.: F. Burman and R. Burman, China Ridge, Oldfield Road, Heswall, Cheshire, and R. S. Boyce, 54 Beechfield Road, Liverpool, 18. Sec.: S. O'Keefe. Reg. office: 59A Garston Old Road, Liverpool, 19.

G. E. Dwyer, Ltd. Cap. £5,000. Dirs.: G. E. Dwyer and Mrs. E. C. Dwyer, Wilholm, Melton Road, Asfordby, Melton Mowbray.

Franks, Ltd. Cap. £100. Subs.: Jean Herbert and T. A. Herbert, 156 Strand, London, W.C.2.

"Shortage of Tippers in Preston Area"

A SHORTAGE of tippers in their area was claimed by J. Ball and Sons, Hesketh Bank (Lancs), when they applied for a 5-ton vehicle on B licence at Preston, last week. They promised to surrender an existing C licence if the application were granted, and agreed to a normal user of: "Building materials, bricks and land drain tiles within 45 miles."

Mr. J. A. Dunkerley, for the applicants, said the new vehicle would be used mainly for tipping work on behalf of Henry Ogden, Ltd., Preston. In evidence, Mr. R. Whitehead, Ogden's managing director, said they often had difficulty in getting tippers from local hauliers. Traffic given to British Road Services would not be affected by a grant.

For B.R.S., Mr. T. Kershaw said it was the old problem of the B-licensee versus the A-licensee, but he had no real objection. Mr. J. R. Lindsay, North Western Deputy Licensing Authority, granted the application.

FURNITUREMEN TO TALK ABOUT LABOUR'S PLAN

THE effects of renationalization on the furniture removing industry will be discussed next month when the National Association of Furniture Warehousemen and Removers hold their annual conference in London. Mr. A. G. Coombe, chairman of the transport legislation committee, will introduce the subject as the last item on the agenda.

Among other subjects down for discussion are wages and labour relations, standards of service in the industry, and the advantages of palletization.

£500,000 ROAD SCHEME

AN immediate start on a further short length of the London-Yorkshire Motorway in Northamptonshire has been ordered by the Minister of Transport. This section, 1½ miles long, begins at Watford Gap, south east of Rugby, and will join the Rugby-Northampton road at a roundabout just west of Crick. The cost will be £500,000.

Pneumatic Discharge for Standard Lorries

EVOLVED by F. E. Callow (Engineers), Ltd., Kirkby Industrial Estate, Liverpool, to provide an easy means for unloading sacked materials from a standard drop-sided lorry, a new pneumatic-discharge system is stated to offer many of the advantages of a specialized bulk-delivery vehicle at reasonable cost.

The system can be employed only for discharging the material. It fulfils the needs of many operators who are faced with unloading difficulties at farms but are provided with an ample labour force for loading at the depot. It can also be applied to a tipping vehicle.

Main units of the system comprise a power take-off-driven compressor with an output of 350 c.f.m. at a pressure of

T.U.C. Backs Plan for Another Take-over

BY an overwhelming majority, the Trades Union Congress last week called for renationalization of road transport as part of the urgent need for Britain's basic industries to come under State control. Mr. Frank Haxell, general secretary of the Electrical Trades Union, said the Labour Party's nationalization programme met with the T.U.C.'s full approval, although industrialists would put up stiff opposition.

Thousands of pounds were now being spent in advertising private enterprise



Discharge of granulated materials is speeded by emptying the sacks into this rear-mounted hopper, and thence by pneumatic means into the bin. A 350 c.f.m. blower is located under the tailboard.

5 p.s.i., a shaft-driven rotary-type blower valve located at the rear of the vehicle, an inter-connecting flexible pipe, and a longer length of flexible pipe for discharging the material to the storage bin. It is claimed that the blower valve has a capacity of up to 18 tons an hour. Drive to the blower is taken from the power take-off and is transmitted through a reduction gearbox.

Sacks are emptied manually by the driver into a hopper mounted above the blower, which is capable of handling flour, animal foods in the form of cubes and pellets, sand and a variety of granulated materials. Cost of the equipment is approximately £544.

NEW POLICY FOR ARTCO TO BE FORMULATED

FUTURE policy of Associated Road Transport Contractors, Ltd., will be formulated at an open meeting to be held at the White Hall Hotel, Bloomsbury Square, London, W.C.1, at 2.30 p.m. on September 30. Artco has been reconstituted on association lines and a new limited company has been formed.

Members of the old organization are expected to join the new body. Other hauliers who are interested in voluntary co-ordination of long-distance work are invited to attend the meeting, which will be preceded by a luncheon.

Mr. H. L. Walker will preside. Mr. M. W. Harris, who had been chairman since the organization's inception in 1945, retired several weeks ago. He remains a director along with Mr. A. Cusick, Mr. R. C. W. Nickolls and Mr. A. Wentworth Smith.

c8

industries, not merely because they were highly profitable, but also because the people who controlled them controlled the economic resources of the country in no small measure. With 80 per cent. of the nation's industry under private enterprise it was impossible for any economic plan or any control methods to succeed.

"If a Labour government is to be successful it will need to plan the nation's economy, and to do so it will need to take a number of steps which will undoubtedly be resisted by the present owners of industry," he declared. "We must determine our requirements for nationalization so that we can develop our campaign for their implementation, and so ensure the future of our people."

The E.T.U. resolution was passed without comment from the General Council.

MUNICIPAL OPPORTUNITIES

Port Talbot Corporation are to buy a Thames tipper.

Portsmouth City Council are to purchase two 30-cwt. vans.

Swindon Housing Committee wish to buy a Land Rover from Skurays, Ltd.

Southport Corporation have received consent to borrow £6,546 to buy two Dennis Paxits.

York Buildings Committee propose to acquire two 2-tonners from Unwins (York), Ltd.

Sheffield Water Committee propose to order a Morris J2 van and a pick-up from Kennings, Ltd.

Liverpool Highways Committee recommend that Glover, Webb and Liversidge, Ltd., should supply seven cleansing-vehicle bodies.

Burley Cleansing Committee seek to purchase a 10-cwt. van and a 2-3-tonner from Holden and Hartley, Ltd., four Karrier Bantam chassis from G. W. Rushworth, Ltd., and four bodies from Oswald Tillotson, Ltd.

Glasgow Education Committee have authorized the purchase of a Morris JB van from A. and D. Fraser, Ltd., and require five Albion chassis. The health committee propose to buy two Bedford 25-cwt. vans from S.M.T. Sales and Service, Ltd.

Gravel Company Get New B Licence

A NEW B licence for seven vehicles was secured by Farnley Sand and Gravel (Sales), Ltd., Knotford Nook (Yorks), when they appeared before the Yorkshire Licensing Authority, Maj. F. S. Eastwood, last week. It was stated that they already operated 35 vehicles on C licence, but wanted the additions so that they could carry waste materials from building sites for tipping at their own quarries.

Mr. Brown, transport manager, explained that the Ministry of Housing allowed them to work some quarries only on condition that they were filled in afterwards. The company had been unable to get sufficient materials by allowing free dumping and they wanted to carry excavated waste to these quarries from five contractors' sites.

Answering Mr. P. Kerry, for two objectors, he admitted that the objectors might have vehicles available, but pointed out that they would be prepared to take materials only to the nearest tips, which might not belong to Farnley Sand and Gravel. Carrying the materials free under C licence would be too expensive.

Mr. Kerry replied that unless the company could persuade people to tip their waste where required, they would have to buy it, or carry it free. Hauliers could not be expected to take loads 12 miles further than the nearest tip.

Granting the application, Maj. Eastwood said there was an obvious need, although it was curious that the three largest contractors in the country had not asked for quotations from the objectors.

MEADOWS FRUSTRATED

DIFFICULTIES experienced by Henry Meadows, Ltd., were described last Friday by Mr. Lawrence W. Robson, chairman of Associated British Engineering, Ltd.

He said that for five years more than 40 per cent. of the company's capacity had been absorbed by Ministry of Supply work. The orders came to an end in June, 1957, because of changes in defence policy.

The company were, however, confident of their ability to secure substantial orders in the Middle East and India. They gained a £300,000 contract from Egypt, but the Suez crisis seriously affected it and jeopardized their future trading prospects in that market. The engines had to be delivered on extended credit. Part-payment had been received during the past six months.

A large order from India for oil engines could not be fulfilled because of changes in import licensing and currency restrictions.

NEW CHASSIS FACTORY

CHASSIS for heavy goods and passenger vehicles are to be manufactured at Dundalk, Eire, home of the Great Northern Railway engineering works. Five companies, backed by £1m. capital, are to start operations at Dundalk when the G.N.R. move out.

Highlands Must Keep Bus Services

IT is essential that Highland bus services should be kept running, so the big companies who have the plum services must accept some unremunerative operations. This was stated last week by Mr. Alex Robertson, deputy chairman of the Scottish Traffic Commissioners, when W. Alexander and Son, Ltd., asked for the removal of a condition governing their stage-carriage service between Banff and Turriff.

For Alexander's, Mr. A. R. Currie said the licence was granted in 1950 after requests that a service should deviate from the main road to serve villages between Banff and Turriff. At that time business was good and a duplicate bus was able to do the journeys, but in June-July this year receipts were only 5d. a mile compared with operating costs of 22d. a mile.

The condition on the licence was aimed at protecting Hay's Motor Services, Elgin, but they were already protected by the timings of Alexander's vehicles.

For Hay's, Mr. W. D. Connachie claimed that Alexander's had been picking-up in the restricted area and had stopped only when the Commissioners were informed. Now that traffic was declining, Hay's needed this protection more than ever. If Alexander's withdrew their service, which might happen, Hay's would be prepared to take over part of the route, leaving only about three miles of it uncovered.

After being told that Hay's were barely paying their way, which meant that further abstraction would be serious, Mr. Robertson said the application would be refused.

COAL CARRIER WARNED ABOUT THE FUTURE

A HAULIER who claimed that carrying coal was such good business that he was now exclusively engaged on this work was warned at Leeds, last week, that he might shortly find himself in difficulties. Maj. F. S. Eastwood, Yorkshire Licensing Authority, pointed out that developments were in hand which might mean a change in the coal trade's methods of transport.

The haulier, Mr. H. Miles, Granton Road, Leeds, was applying to substitute a 10-ton vehicle for the 5-tonner at present being operated on B licence. He did not produce any evidence and the hearing was adjourned.

Maj. Eastwood commented: "I should be very interested to read a letter from the coal factors supporting your application in the light of present developments."

[Maj. Eastwood was referring to power-station coal. See page 184.]

DUPE-WILLOWBROOK DEAL

AS holders of more than 90 per cent. of the shares of Willowbrook, Ltd., have accepted the offer of Duple Motor Bodies, Ltd., to acquire the company's capital, the deal has become unconditional. Willowbrook's issued capital is being bought at 2s. a share.



Smith's Delivery Vehicles, Ltd., Gateshead on Tyne, have bought a Commer-Tasker articulated outfit so that the delivery of their battery-electrics may be speeded. These two Commuter vans are being shipped from Liverpool to Canada.

Motorway Beginning to Take Shape

DESPITE the heavy rainfall this summer, the contractors building Britain's first motorway have been forging ahead with their work to keep to a rigid schedule of progress. The link between London and Birmingham was started only five months ago, but a pattern has already been formed on the 14-mile St. Albans By-pass section.

Nearly 3m. tons of earth have now been moved, and last week trains of concrete-laying machines were putting down the first lengths of finished carriageway. Two strips are laid, one 26 ft. wide and the other 12 ft. Meanwhile, two batch-mixing concrete plants are turning out 1,230 cu. yd. of concrete a day for delivery by side-tipping vehicles.

In this 14 miles of motorway, 26 bridges have to be built, and 22 of them are well under way. To complete the project by the scheduled date of October 31, 1959, the contractors must build a mile of road each month with an overall width of 112 ft.

For the most part there will be three traffic lanes, and entry to the motorway en route will be restricted to three points where two-level construction will prevent any interference with the flow of traffic.

Further north, a modified clover leaf junction is being formed with the A5, and 52,000 tons of earth are being moved each week to facilitate this arrangement. Where the A6 is joined, an elevated roundabout is being constructed.

Mr. Harold Watkinson, Minister of Transport, believes that Britain's motorways will be an improvement on their American and Continental counterparts.

END OF TROLLEYBUSES?

NO new trolleybuses will be bought by Belfast Corporation if the transport committee accepts a recommendation by Mr. Joseph Mackle, general manager. He has suggested that the entire Ormeau route should be converted to motorbus operation. Replacement of the 14 trolleybuses now serving the route would cost about £96,500.

No Grounds for New Excursion Licence

IF excursions to such places as sports grounds were allowed merely because people did not like changing vehicles en route it would be a serious matter for bus and rail services. This was pointed out at Leeds, on Monday, when the Yorkshire Traffic Commissioners refused an application by Smith's Coaches and Taxis, Knaresborough, for a new excursion licence.

Smith's wanted to run from Knaresborough to Elland Road football ground, Leeds, with an allowance of two vehicles on any one day. They were opposed by W. Pyne and Sons; West Yorkshire Road Car Co., Ltd.; Leeds Corporation and British Railways.

Mr. T. H. Campbell Wardlaw, for Smith's, said there was no direct excursion from Knaresborough to Elland Road, and the existing combination of services involved changes at Harrogate and Leeds. Mr. Smith had two coaches for private hire work and he had been approached by many local people to provide a service.

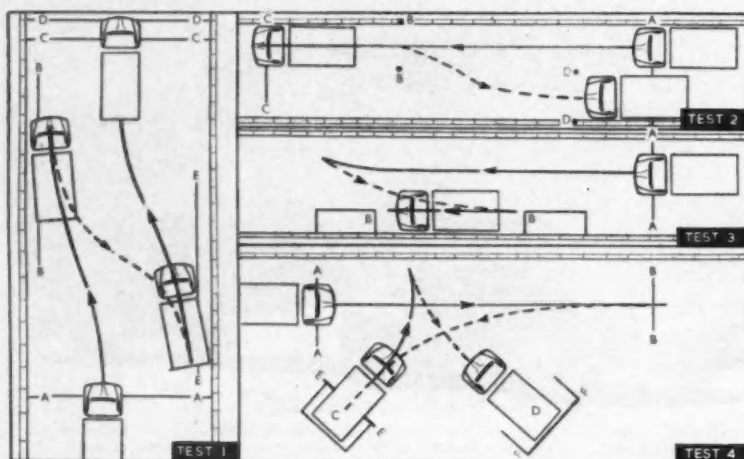
Mr. T. B. Atkinson, for British Railways, pointed out that a special Diesel train left Knaresborough at 1.12 p.m. on Saturdays and arrived in Leeds at 1.58 p.m. If all their Leeds passengers supported door-to-door excursions, railwaymen would soon be out of work.

Mr. W. R. Hargrave, for West Yorkshire, said they ran an hourly through service to Leeds, besides a 10-minute stage-carriage service involving a change at Harrogate. Mr. Smith was looking for winter work for his coaches, which could be obtained only at the expense of existing operators.

The application was refused.

MAIDENHEAD TO BE BY-PASSED

WORK on the Maidenhead by-pass, which will form part of the South Wales motorway, will begin early next spring. With the Slough by-pass it will provide 11 miles of twin-track motorway from Colnbrook to Maidenhead Thicket.



The four tests for the final of the Lorry Driver of the Year Competition. The instructions and penalties are given below.

Four Tests for Lorry Driver Final

DETAILS of the four tests to be used in the final of the Lorry Driver of the Year Competition at the Civic Aerodrome at Baginton, Coventry, on September 21, were released this week. They will be undertaken by all drivers in the morning and again by the class champions in the afternoon.

In all four exercises competitors will start with their front wheels on line AA, with engines running. In every test 20 marks will be lost each time an obstruction or kerb is touched. Any flagrant breach of regulations or test instructions, or dangerous and careless driving, will involve disqualification.

Anyone who does not perform a test correctly, disobeys instructions, or, in the case of Test 2, sets the gap too narrow, will be treated as having failed and will suffer a penalty equal to the worst performance in the appropriate class, plus 100 marks.

Tests 1, 3 and 4 will be timed throughout. Test 2 will be timed only from CC to AA. One mark per second will be awarded. Time will not be used solely to decide ties.

The competitor with the lowest number of overall marks will be the winner.

Tests, and penalties other than those already given, are as follows:—

Test 1: At fall of flag, drive forward to stop with foremost near-side front wheel between kerb CA and line BB. Reverse from line BB to stop with rearmost off-side rear wheel between kerb CA and line EE. Drive forward to stop with both foremost front wheels between lines DD and CC. Penalties: Failing to place vehicle correctly at first attempt, 20 marks per error.

Test 2: Indicate to marshal at BB the minimum gap through which the vehicle can pass. At fall of flag, drive between pylons and stop astride line CC. At fall of flag, reverse between pylons at BB and identical pylons placed at DD and stop astride line AA. Penalties: One mark per inch in excess of vehicle width at pylons BB.

Test 3: At fall of flag, park vehicle at kerb BB in three moves—forward, reverse, forward. Penalties: Mounting, overrunning or displacing kerb BB, 40 marks. One mark per inch over 9 in. when parked at kerb BB, measured to near side from centre of foremost and rearmost wheels, hubs or tyres (variation due to design of vehicle will be calculated and allowed).

C10

Test 4: At fall of flag, drive forward to stop astride line BB. Reverse into loading bay C and stop astride line EE. Drive forward and then reverse into loading bay D, with rear of vehicle as close as possible and parallel to barrier FF, but not touching it. Penalties: Failing to stop astride line BB or EE, 40 marks each. One mark per inch from barrier FF (if not parallel, farthest point from FF will be measured). Variation of more than 3 in. between near side and off side rear at FF, 20 marks.

RATES FOR CHRISTMAS MAILS SUGGESTED

HIRING rates and conditions for vehicles carrying Christmas mails in the London postal region have now been recommended by the National Association of Furniture Warehousemen and Removers. It is proposed that minimum daily hiring should be 8½ hours, except for Sundays and Christmas Day when it should become 5½ hours.

For vans between 251 and 350 cu. ft. capacity, the hourly rates should be 12s. 9d., plus 7½d. a mile after 50 miles in one day; 351-450 cu. ft., 14s. per hour, plus 9d. a mile over 50 miles; and over 451 cu. ft., 15s. an hour, again plus 9d. a mile.

It is also suggested that between 9 p.m. and 6 a.m. an extra 8d. an hour should be paid for night work.

GEARLESS MOTOR WITH VARIABLE SPEEDS

AN infinitely variable-speed electric motor which requires no gearbox or outside resistance has been invented by Mr. Charles Brunt, managing director of the Armature Manufacturing Co., Ltd., Middleton Road, Chadderton, Oldham.

Developed during the past two years, the motor is being incorporated in the company's Octopus electrical test benches, although it probably has many other applications.

An 8 h.p. motor of this type won for Mr. Brunt an inventor's award at the Brussels Exhibition. His entry was chosen out of 1,200 others from 19 countries.

Speeding Traffic at Road Junctions

A NEW type of traffic-light controller has been developed by the Automatic Telephone and Electric Co., Ltd., 8 Arundel Street, London, W.C.2, to alleviate congestion at road intersections. When vehicles are held up on the red light, they are counted by a detector so that the green period is not phased excessively long for them to be able to cross.

If any more vehicles come along while the green light is showing, the period is extended up to the maximum limit. This may be done with a speed calculator.

The object of the system is to ensure that when a heavy stream of traffic is travelling along one road it will not be unduly hindered by light across traffic which might, by ordinary traffic-light controllers, be given too generous periods of green.

The controller is to be shown at the conference of the Association of Public Lighting Engineers at Harrogate from September 16-19.

NEW REAR-ENGINE VAN

A REAR engine is employed in a new 6-ton delivery van designed by Clark Industries, Columbus, Ohio, U.S.A. This refrigerated integral model has been developed primarily for wholesale deliveries and the Clark-O-Matic refrigeration system is arranged to be powered by the vehicle engine or from an external 220v. supply. The body is a one-piece aluminium-alloy shell with built-in foam insulation.

Because of the rear engine, the floor height ahead of the rear axle is little more than kerb height and the entrance ahead of the front wheels permits a "walk-through" cab layout. Goods can be wheeled out through the side door of the main body, access to which is also given from the cab. The V-8 petrol engine is unit-mounted with the gearbox on a sliding sub-frame. The complete assembly can be withdrawn for maintenance.

U.A.S. PLAN REJECTED

A PLAN by United Automobile Services, Ltd., to build offices, a café and a staff canteen at Post Office Square, Blyth (Northumberland), has been rejected by the planning authorities.

The company bought the site for £9,000 more than 20 years ago, but development proposals had to be shelved because of the war. With the support of Blyth Corporation and the National Union of Railwaymen the company are to contest the decision.

£35 ESSAY PRIZE

THE 1958 Maythorn Essay Competition, organized by the Institute of British Carriage and Automobile Manufacturers, has been won by Mr. W. F. Warden, Uxbridge (Middx), who receives £35 and the Institute's silver medal.

Second prize of £25 and a bronze medal goes to Mr. James Scott, Stirling, and the third prize is awarded to Mr. C. W. Roberts, Hendon, London, N.W.4. He gets £20 and a diploma.

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- **SMALLER TURNING CIRCLES**
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Bedford

ELEVEN NEW NORMAL CONTROL CHASSIS, PETROL OR DIESEL

FOR FURTHER DETAILS SEE OVERLEAF

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Brand new



Now more than ever

This is the brand new Bedford 4-tonner, a low-loader without speed or distance penalty. 15,000 lb. g.v.w.; heavy-duty frame, springs and rear axle; narrower wings; 16" step height; 7" lower load-line. Diesel Chassis £817 plus £187.6.7 p.t. Petrol Chassis £692 plus £156.1.7 p.t. Lowest cost-per-mile 4-tonner on the road.

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Here's a great new range of normal control Bedfords . . . 25 cwt to 8 tons, bulldozer-tough and as manoeuvrable as a lightweight. Here are trucks built for easier loading, better vision and greater comfort; trucks built to give efficiency and economy all the way; trucks *built to last*.

Take your choice of eleven new normal control chassis and four fine power units, petrol and diesel. Make a date to see the low-loading 4-tonner . . . the 179" wheelbase 7-tonner . . . the rugged 6 cu. yd. tipper with 10" flat-top frame. Every model in this fine new range is a winner. And there are just as many outstanding trucks in the Bedford *forward* control range too. Your local Bedford dealer will be delighted to give you more details.

Features of the new range

- 1 Better Visibility All Round.** Down-swept bonnet. 63% increase in screen area. Rear quarter lights. No blind spots.
- 2 Easier Handling.** Wider vision, smaller turning circles. Extra freedom in traffic and tight loading bays.
- 3 Reduced Tyre Costs.** 16" tyres on models up to 4 tons. Tests show tyre costs per ton-mile cut by one-third.
- 4 Less Fatigue.** Low step height. Finger-light steering. Car comfort for three.
- 5 Lower Load-Line.** Easier loading. Lower centre of gravity. Greater stability.
- 6 On Heavier Models.** More powerful brakes. Close-ratio synchromesh gearbox. Bedford 2-speed axle. And many other Bedford leadership features.

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c14

Railways to Offer Tote System for Bulk Traffics

THE Tote system of bulk material handling is to be offered on a wide scale to customers by British Railways. Pressoturn, Ltd., Leam Terrace, Leamington Spa, who sell Tote equipment under American licence in this country, are to supply B.R. with 200 containers before the end of this year, with further deliveries next year.

Mr. Arthur H. Cooke, director and general manager of the company, told *The Commercial Motor* that this decision followed two years' trials by the railways with the system. A lesser degree of interest had been shown by British Road Services, but some ancillary users were keen.

A demonstration of the equipment was given last week at the new factory of Aspro-Nicholas, Ltd., Slough. The company have adopted Tote bins for the reception of aspirin crystal in bulk.

Normally, an eight-wheeled platform lorry from Monsanto Chemicals, Ltd., Ruabon, delivers 10 tons of crystal once a week. This is contained in 10 bins, which may quickly be unloaded by fork-lift truck and held in store. Individual bins are taken when needed to the section of the factory where tablets are pressed from the crystal, and placed on a tilting frame, where they are discharged.

Supplies of starch, used as a tablet binding agent, are also delivered in the bins, 50 of which are in use. Total cost of the installation, covering the bins and two discharging units, was £7,000.

Aspro-Nicholas have saved money in various directions since using the system and discarding the method by which the crystal was delivered in bags contained in wooden kegs. Greater payloads may be carried by vehicles when loads are contained in Tote bins, and transport costs have been reduced by a third. Unloading time was previously two hours, whereas it is now some 10 minutes.

Mr. Cooke stressed the advantage that ordinary platform vehicles could be used. In the U.S.A., the greatest use of the system was made by millers for the delivery of flour, which avoided the need to install silos and to build expensive types of bulk vehicle with air discharge.

The bins themselves are made by Almin, Ltd., and weigh approximately 2 cwt. Types are offered for solid and liquid loads, and there are collapsible models.

Distribution of the products of Aspro-Nicholas was described in *The Commercial Motor* on November 29, 1957.

SHOW TRIP APPROVED

FOUR members of Bolton Cleansing Committee are to visit the Commercial Motor Show despite a claim that their £60 trip will be "a waste of time and money." There was strong opposition to the proposal when the council met last week, but the plan was approved after Ald. J. Vickers had said that a visit to the Show might save money.

Dealing with the "waste" allegations, he pointed out that the Cleansing Department was one of the corporation's most efficient sections.

MASTIFF SPARE-WHEEL WINCH

THE new Thornycroft Mastiff 14-ton-gross four-wheeler, a description and road test report of which appear on pages 200 to 203, is to be offered with the Trusty type of winch-operated spare wheel mounting as optional equipment. The report refers to the difficulty of handling a wheel with the standard carrier.

COACH PARK PROBLEM

NEW parking schemes for dealing with coaches entering the town are being considered by a special sub-committee appointed by Scarborough Town Council.

Corporation Unable to Beat 10s. a Day Bus

TO provide a special bus for the Leeds Kosher school meals service a private operator in the city had quoted 10s. a day, and Leeds City Transport could not compete with such a low rate, the Yorkshire Traffic Commissioners heard on Monday. Mr. A. Stone, deputy traffic manager of the undertaking, said that if Mr. Wilfred Taylor were granted a licence for the service there could be similar applications for other social ventures.

Mr. Taylor was seeking an express licence to run between Chapeltown School and the Cowper Street canteen. On his behalf, Mr. J. Graham said a similar licence for journeys to and from Harehills School was granted in August, 1957. If children used service buses they had to walk 500 yards unescorted and encountered two busy road junctions.

Mr. Graham pointed out that, because parents would allow their children to travel only by special bus, the corporation would not lose one actual or potential passenger.

Mr. Stone replied that it was a question of principle rather than loss of passengers. Thousands of children were walking greater distances.

Granting a licence for a year's trial period, restricted to children of the Jewish faith up to 11 years of age, the chairman, Maj. F. S. Eastwood, said they would have preferred the corporation to provide the service, but could not expect them to do so for the amount of money offered.

30 PHONE CALLS FAILED, HAULIER TELLS BENCH

ACCUSED of operating a lorry with excessive weight on the rear axle, William H. Beaumont, James Street, Selby, claimed last week that he had made 30 telephone calls to try to hire another vehicle. He told Snaith West Riding Magistrates that when he was asked to carry two batches of steel girders from a dismantled R.A.F. camp he realized that his vehicle was too small, but could not hire another one.

Supt. E. V. White said the lorry was stopped twice in July and it was found that the rear axle was overweight on both occasions.

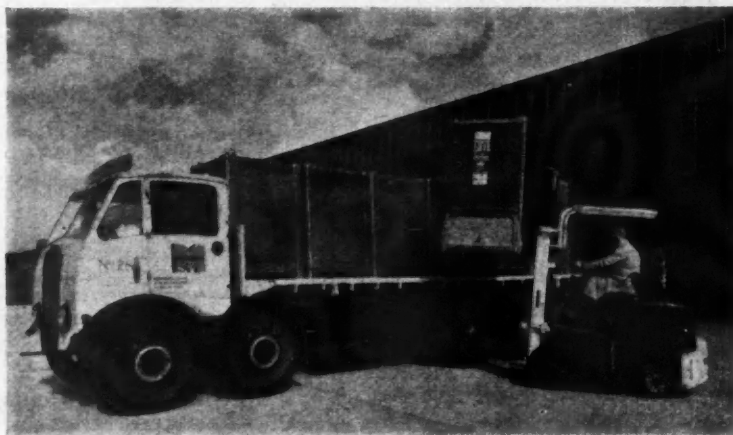
Mr. N. Holloway, defending, pointed out that the trouble arose because the weight could not be distributed evenly. Beaumont was fined a total of £6, and two drivers were each fined £1.

VOLKSWAGEN OUTPUT 47.2% UP

OUTPUT of Volkswagen commercial vehicles was last year 47.2 per cent. higher than in 1956. The number built was 91,993—an average of 383 a day.

Of 92,120 Volkswagen commercial vehicles sold during the year, 31,677 went to the home market. According to a progress report from the company, 37.6 per cent. of the new commercial vehicles registered in Germany last year were Volkswagen. The company were responsible for 51.6 per cent. of commercial-vehicle exports from Germany.

c15



This Thornycroft of Monsanto Chemicals, Ltd., has arrived at the Aspro factory with 10 1-ton Tote bins containing aspirin crystal, and is being unloaded by a Conveyancer. Transport costs have been cut by a third since Tote bins were introduced. The load represents material for 30m. Aspro tablets.

25-ton Winch on an A.E.C. Matador for Handling Timber

A TYPICAL product of T.T. Boughton and Sons, Ltd., Amersham Common, Bucks, a 25-ton timber winch on an A.E.C. Matador tractor, has recently been delivered to Messrs. A. R. Taylor, of Wroxham, Norfolk. It has a land anchor, fairlead roller assembly and other equipment essential in timber haulage.

The Boughton winch is mounted on an ex-Army vehicle with a replacement civilian-type cab. The drum-flange diameter is 20 in., with a 9-in. barrel, giving 7 in. between flanges. The recommended working length of the $\frac{1}{4}$ -in. rope is 150 ft. and fairlead rollers of 4-in. diameter are provided to permit angular pulls. For front winching the rope can be taken forward of the vehicle over a wheel.

A new timber-winch arrangement by Boughtons, of Amersham, on an A.E.C. Matador tractor. The winch transmission is totally enclosed and a rope working length of 150 ft. is provided.

The whole of the winch transmission is mounted in a welded and precision-machined housing to exclude moisture and dirt. This casing is located directly on the chassis members.

Three-planet epicyclic final-drive gearing is carried in a totally enclosed oil-bath. The intermediate spiral-bevel wheel and pinion are also totally enclosed and splash-lubricated. Timken tapered bearings are employed. Straight spurs mounted on live shafts with ball and parallel roller bearings are used in the primary gearing.

A sliding dog disengages the sun gear of the epicyclic final drive, thus freeing the drum to enable the rope to be pulled off by hand. Overrun is prevented by a pad brake on the same lever control as the free drum.

An anchor is suspended on gusset plates from the chassis and the winch-mounting plates. The plates also serve to give added strength to the main chassis members. The anchor can be raised on the winch rope. A heavy drawbar is built across the rear of the fairlead assembly.

BY-PASS NEARLY READY AT PRESTON

THE new Preston by-pass will be completed by the end of November despite the adverse weather which has hampered work. This was stated last week by Mr. James Drake, Lancashire County Surveyor, when he addressed the Institute of Works and Highways Superintendents at Southport.

Mr. Drake also referred to the Lancashire by-pass which, he hoped, would be finished by November, 1959. It was essential, he said, that every pound allocated for building and maintaining roads should be spent to the best possible advantage.

"The country has at last realized the vital importance of an adequate roads system," he added.

In his presidential address, Mr. F. W. H. Fox pointed out that the present £40 m. grant for extensions to the roads programme was not entirely satisfactory. Many more millions would have to be spent before the task of building Britain's highways system was accomplished.

c16



"Conditions Imposed for the Sake of It"

ALTHOUGH they were protecting no other operator, the South Eastern Traffic Commissioners refused to allow picking-up or setting down at Hungerford and Newbury on Continental and two home tours operated by Yeomans, Miller and Co. (Tours and Travel), Ltd., Cirencester. This was claimed at Reading, last week, when Mr. J. R. Willis heard an appeal by the company.

Mr. T. D. Corpe, for Yeomans, said Continental coaches passed through the two towns, but intending passengers had to make their own way to Swindon. The restriction was unnecessary and had been imposed simply for the sake of it.

Mr. Corpe recalled that the Commissioners felt that no case of need had been made out, but it was probably never possible to prove a need for holiday traffic, as people did not have to take holidays. However, it was quite clear that people ought to be allowed to join and leave coaches at Newbury and Hungerford.

It has been stated by the Commissioners that Yeomans were not dealing with spontaneous demand, but wanted to exploit a licence granted to Mr. Miller before the two concerns amalgamated. However, the considerations which applied at the time the licence was granted should remain.

After hearing representations from five objectors, Mr. Willis closed the inquiry.

TANKER DRIVER CLEARED

A SUMMONS against a tanker driver, alleging that he left 4,000 gal. of petrol unattended for 15 minutes, was dismissed by Sheffield magistrates last week. The man, Albert Edward Snowden, Ellesmere Port, claimed that he was never more than 100 yd. from the vehicle, and had asked another driver to keep an eye on it.

Mr. C. Adams, prosecuting, pointed out that a tanker had to be constantly attended, or the driver had to be "in close proximity." He said he did not know why the summons against Snowden had not been served for two months.

A "Little Bird" Talked —So Haulier is Fined

IRREGULAR B-licence activities by a Lincoln haulage concern were reported to the East Midlands Licensing Authority "by a little bird," Lincoln magistrates were told last week. Mr. M. S. Jackson said that, as a result of this information, G. W. Cuthbert, Ltd., Burton Road, Lincoln, were approached and other illegalities came to light.

"If the conditions of licences are ignored, the whole of the transport world will be in chaos," he declared.

Cuthbert's were fined £19 for working outside the conditions of their B licence and permitting their drivers to commit offences concerned with hours and records.

The magistrates were told that their licence covered household effects and furniture within 100 miles of Lincoln and other goods within 30 miles. These conditions were violated when one of their drivers carried a load from Dover.

Mr. F. A. Porter-Smith, defending, described the Dover journey as over-enthusiasm on the driver's part. There had been no question of the men over-taxing their driving ability, he added.

NEW FRONT AXLE WITH STATIONARY "HUB"

DEPARTING from conventional front-axle design, a new type of axle is being manufactured by the Center Line Steering Axle Division of Paul M. Gillmor Co., Findlay, Ohio, U.S.A. The basic principle is that the "hub" is stationary and the wheel spindle rotates inside it. The hub section is mounted in two spherical bearings carried in a yoke at the end on the axle beam, king-pins being eliminated, and there is zero camber and toe-in and a 2° castor angle.

Tests conducted with the Standard Oil Co. have shown that this axle can carry 30 per cent. more load without increasing the steering effort, and tyre life is said to be improved. Directional stability is enhanced, and drivers have reported that a front-tyre blow-out does not cause loss of control. The invention is by Mr. J. K. Hutchens and Mr. J. A. McNeece.

New Equipment and Publications

Removing Bearings

A RANGE of bearing wedges has been introduced by the Martindale Electric Co., Ltd., Westmorland Road, London, N.W.9, to overcome the problem of removing bearings, sprockets and gears which are flush against a surface and where there is insufficient space for the insertion of standard puller arms. The equipment complements the company's range of pullers.

The wedges are available in three sizes up to 5½ in. The back of the bearing wedge is flat whilst the inside is concave and has a finely tapered edge. This enables the halves of the wedge easily to be inserted between the back plate, or other surface, and the object to be removed. The puller is then attached so that the arms grip the bearing wedge firmly. Tightening of the wedge bolts forces both halves closer together until full contact is obtained against the piece being removed.

Capacities and prices are as follows: 0-2½ in., £1 12s.; ½-4½ in., £3 6s.; 1-5½ in., £6 13s. 4d.

"The Motor Vehicle"

DESCRIBED as a textbook by the publishers (Iliffe, 45s.), the sixth edition of "The Motor Vehicle," by K. Newton and W. Steeds, is, nevertheless, a volume of general interest to those concerned with the operation and maintenance of road vehicles, covering within its 684 pages most aspects of current automobile engineering practice, in non-technical terms wherever possible.

The new edition is 80 pages longer than its predecessor, and now contains separate chapters on automatic transmissions and supercharging. Latest developments in opposed- and free-piston engines are also described, and a section is devoted to gas turbines.

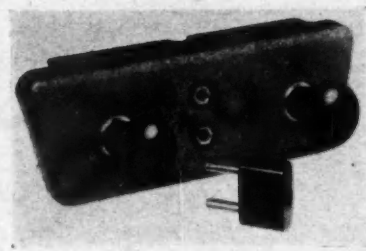
"In-seat" Starting

SEVERAL new attachments for D4 and D6 tractors have been introduced by the Caterpillar Tractor Co., Ltd., 55 St. James's Street, London, S.W.1. "In-seat starting," which allows all engine starting operations to be performed from the operator's compartment, is a newly available accessory for the D4. This attachment may be ordered direct from the factory on new machines, or may be installed on machines now in use which have petrol starting engines either manually or electrically started.

For both D4 and D6 tractors operating with front-mounted hydraulic equipment in atmospheric temperatures over 100° F., a high-ambient-temperature radiator is available. It is recommended for use only if overheating problems occur because of a combination of both the above factors. The extra cooling capacity is not needed on normal D4 and D6 tractors as the standard radiators are capable of successful cooling in ambient tempera-

tures of 115° F. under continuous full-load operation. Reduced air flow through the radiator core of a tractor equipped with front-mounted apparatus restricts the efficiency of a standard radiator.

Further attachments, designed to allow these tractors to operate a full day without refuelling, are a 45-gal. fuel tank for the D4 which may replace the



The Bonne Minor switch panel measures 4½ in. by 1½ in.

standard 30-gal. tank, and a large-capacity fuel tank for the D6 rated at 60 gal. compared with the standard 48-gal. tank.

Two-switch Panel

PRICED at 13s. 6d., the Bonne Minor switch panel provides two pull-out switches and a two-pin socket, and may be fitted to the dash of a vehicle to which extra accessories are required to be attached. It supplements a four-switch panel, and measures 4½ in. by 1½ in. There are lugs at the top for fitting. The makers are D. H. Bonnella and Son, Ltd., West Hill, Hoddesdon, Herts.

Single-ram Blade

A NOVEL method of single-ram blade operation has been evolved by Bomford and Evershed, Ltd., Salford Priors, Evesham. A new blade known as the Sapper Powerdozer supersedes earlier models and is available for Fordson Major and Dexta, David Brown 900 and Livedrive, Nuffield 3 and 4, and International B-250 tractors.

The blade has been designed to operate within the power limits of the tractors and to require only a few attachment points. It is operated hydraulically by a small ram mounted beneath the tractor, an arrangement which leaves room at the front for other fittings.

Prices vary between £130 and £140. For more powerful types of tractor a double-acting ram and slightly larger blade are supplied.

Jerrican Stocks

RECONDITIONED jerricans are obtainable from Circle Works (Blaby), Ltd., Verwood, Dorset. Big stocks are held of these 4½-gal. containers and they are sold at the following prices: 100 and over, 10s. 6d. each; 50-99,



The Vacbrush is a handy sized suction cleaner.

11s. 6d.; 1-49, 12s. For drinking water, a can with a stoved-enamel interior finish is supplied at 15s. 9d. each, or 15s. 3d. for 1,000 and over.

Hose-clip Bands

THREADED band for making hose clips is now being offered by the Elms Garage, Birmingham, 31, in lengths of 1,000 ft., together with screws and housings. This enables customers to make up their own hose clips for non-standard applications. The company also supply the band in lengths suitable to make clips of 2½ in. diameter with screws and housings at £1 7s. for 36, or £4 10s. per gross.

Raising Over Pits

A HOIST which allows vehicles to be raised when placed over pits is offered by Bellanger Bros. (London), Ltd., 306 Holloway Road, London, N.7. It consists of two substantial tubular members with heavy lugs at their ends and a pneumatic cylinder and piston. The lugs rest on flanges built up around the side of a pit so that the ram is centrally disposed. Rollers in the lugs allow the unit to be moved along the flanges to any part of the pit.

The track of the unit is adjustable in width from 2 ft. 7½ in. to 3 ft. 1½ in. The ram can raise 3 tons through 1 ft. 2 in. and is priced at £62 10s.

In addition to these air-operated models, 3-ton and 6-ton manually operated hydraulic hoists are offered at £49 10s. and £65 10s. respectively.

Cleaning Cabs

INTENDED for cleaning out the interiors of cabs, the Vacbrush has been produced by Simplus Products, Ltd., 31 Alfred Place, London, W.C.1, at £6 1s. 4d. including purchase tax. A handy appliance, it comprises a circular bristle brush rotated by a mains electric motor. Dirt is drawn inside and collected by a filter, which can be cleaned by unscrewing the plastics housing.

Vehicle Radio

COSTING £32 11s., including purchase tax, a vehicle radio incorporating two transistors has been produced by E. K. Cole, Ltd., Southend-on-Sea. Its consumption is 1 amp., and the output equals 4 w.

LOW LOADERS Among New

A RANGE of 12 new Bedford normal-control models, with payload ratings of from 10 cwt. to 7 tons, was announced by Vauxhall Motors, Ltd., on Wednesday. Applicable to all the models is a new cab and front-end layout designed to improve visibility, but, more important, all the vehicles of up to 4-ton capacity have been designed around 16-in. wheels. On the 4-tonner, for example, this reduces the floor loading height by 7 in. when compared with the earlier models with 20-in. wheels.

Because of the low frame, the cab floor and step heights also are appreciably lower than on the previous models, thus making the new vehicles highly suitable for delivery work. The small wheels also reduce the turning circles, so that little more manœuvring space is required than for some equivalent forward-control designs.

Possibly the two most important vehicles in the new TJ range, as it is known, are the 4-tonner and the short-wheelbase 7-tonner.

The 4-tonner has been developed with the needs of the distributive trades in mind, its 13-ft. 5-in. wheelbase giving 14 ft. of body length. The short-wheelbase 7-tonner should meet the requirements of those operators of 6-cu.-yd. tippers who demand a normal-control layout to give a reasonably low front-axle loading when laden and sufficient rear traction when unladen.

The 57 b.h.p. oil engine offered as an alternative to the petrol unit in the 4-tonner develops ample power for use with a rapidly decreasing load, as occurs in delivering coal, beer and foodstuffs, whilst the low platform height simplifies pallet loading.

Models from $\frac{1}{2}$ -7 Tons

Other models in the new range comprise one which is intended to form a basis of $\frac{1}{2}$ -ton pick-ups solely for high-speed use overseas; $1\frac{1}{2}$ - and $1\frac{3}{4}$ -tonners; short- and long-wheelbase 3-tonners; a 5-tonner; an 8-ton tractor; short- and long-wheelbase 6-tonners, and a long-wheelbase 7-tonner.

Petrol or oil engines are available with all these chassis. There is a choice of the Bedford 214-cu.-in. 85 b.h.p. (net) petrol engine and the Bedford 200-cu.-in. 57 b.h.p. (net) oil engine in vehicles up to the 4-tonner; the 214-cu.-in. and 300-cu.-in. 114 b.h.p. (net) petrol engines or the Bedford 300-cu.-in. 89 b.h.p. (net) oil engine in the 5-tonners and 6-tonners; and the Bedford 300-cu.-in. petrol or oil engines in the 7-tonners. Bedford two-

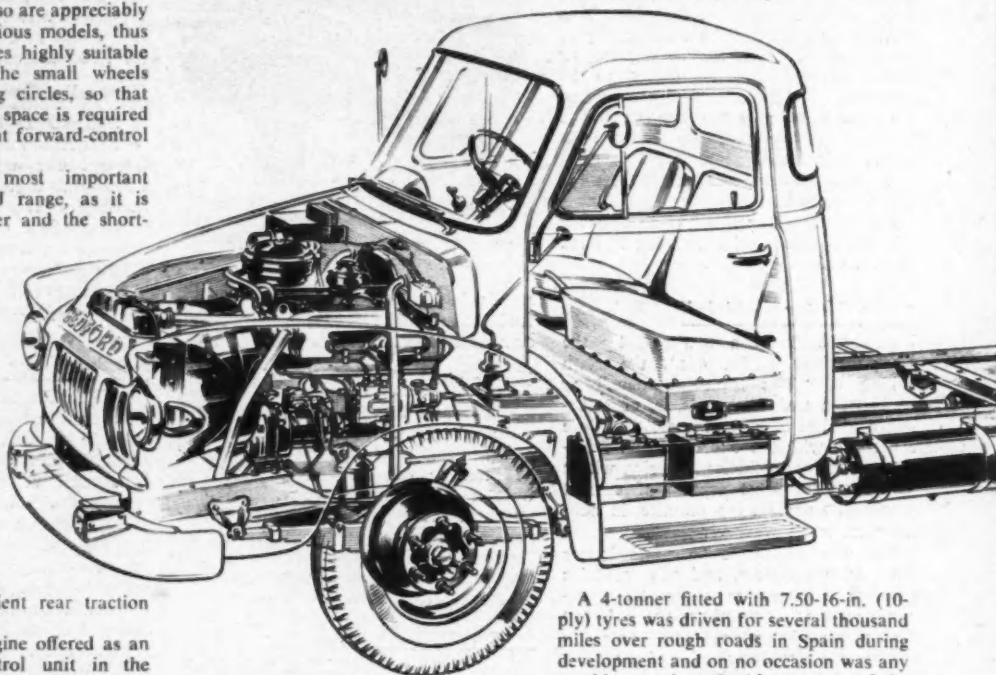
Twelve New Normal-control Models : $\frac{1}{2}$ —4-ton Vehicles have 16-in. Wheels: Range Includes 7-tonners : New Cab Design

speed axles are optional on the 5-tonners and 6-tonners and standard on the 7-tonners.

Prolonged development has been associated with the use of 16-in. wheels

handling is also achieved by the lower centre of gravity, whilst the overall saving in kerb weight allows an increased payload to be carried within the recommended maximum gross weight.

Although the small wheels rotate faster than conventional 20-in. wheels, comparative tests made by the Bedford engineering department have shown that, contrary to expectations, the small tyres give some 17 per cent. longer life. This is equivalent to a 30 per cent. reduction in terms of tyre costs per ton-mile, as the small tyres are cheaper.



A 4-tonner fitted with 7.50-16-in. (10-ply) tyres was driven for several thousand miles over rough roads in Spain during development and on no occasion was any trouble experienced with any part of the chassis grounding. The 4-tonner with 8.25-16-in. tyres has only 1 in. less ground clearance than the earlier 4-tonner with 7.00-20-in. equipment.

The principal features of the new range are shown in the accompanying table and, taking the chassis in size order, the lightest two models vary solely in respect of tyres and springs. The basic chassis has a wheelbase of 9 ft. 11 in., the frame space behind the standard cab being 8 ft. 4 in. The frame, which is slightly kicked up over the rear axle, has laden and unladen heights of 23½ in. and 26½ in. respectively and the ground clearance under the front axle is 8½ in. The overall width across the front wings is 76½ in.

Additional to the vehicles tabulated, a $\frac{1}{2}$ -ton chassis has been developed to compete with the high-speed pick-up sold overseas by American manufacturers and has a gross weight rating of 2½ tons. The standard tyres are 6.50-16-in. (6 ply), with singles at front and rear. Suspension changes have been made to ensure comfortable travel at high speeds over

on the 3-tonners and 4-tonners, and several tyre companies have co-operated to produce 7.50-16-in. (10-ply and X), 8.25-16-in. (10- and 12-ply) and 9.00-16-in. (X) equipment for the new vehicles. These are high-speed tyres.

In addition to the obvious advantages of low loading height and better turning circles, the use of small wheels has brought about several other benefits. For instance, on the 4-tonner over 100 lb. is saved on the wheels and tyres alone and because 13-in.-diameter brakes are used, a further 20 lb. has been saved on these units.

Furthermore, the small wheels allow the use of a higher axle ratio, thus reducing axle-shaft stresses and allowing a spiral-bevel unit to be employed on the 4-ton chassis, as opposed to the heavier hypoid-bevel axle formerly fitted to this class of vehicle.

The total unsprung weight saved on both axles, therefore, has made a marked difference to general handling, wheel adhesion having been improved. Better

Bedfords

indifferent surfaces and telescopic dampers are standard on both axles, as on the other light chassis.

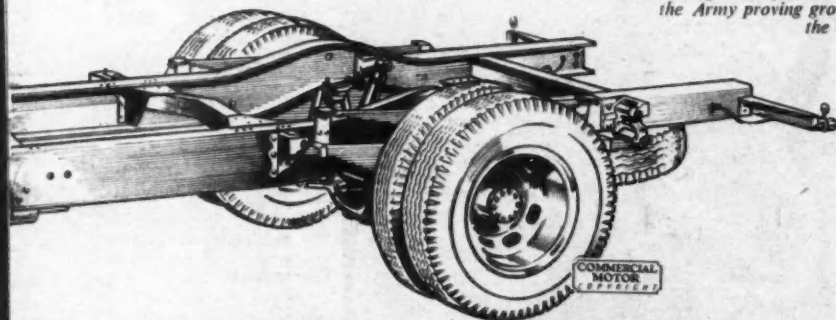
The standard 1½-tonner is rated for a gross weight of 3 tons 7 cwt. and has single tyres all round, 7.50-16-in. (8 ply) being standard, with the option of 7.50-16 in. (6 ply) at the front and 8.25-16 in. (12 ply) at the rear.

A gross weight limit of 4 tons is recommended for the 1½-tonner, which has 7.50-16-in. (6-ply) front tyres and 8.25-16-in. (12-ply) single rear tyres. A choice of axle ratios is offered, and the chassis are available bare, with front panelling only, or with the standard normal-control cab. A van version bodied by Spurling Motor Bodies, Ltd., and having a wide two-piece wrap-round windscreen, is to be offered, as with the previous 1½-ton and 1½-ton chassis.

Because of the high power-to-weight-ratio, a close-ratio gearbox is employed. The frame and brakes are similar to those on the earlier models; 13-in. by 1.75-in.



During development the new models were tested in Spain and on the Army proving ground at Bagshot. Here a 5-tonner takes to the water with a full payload.



The Bedford normal-control 4-ton oil-engined chassis is depicted in this exclusive drawing. Noteworthy features are the low frame height, given by the use of 16-in. wheels, and the redesigned bonnet, which affords better forward vision.

OUTLINE SPECIFICATION OF TJ NORMAL-CONTROL RANGE

| Model | Wheel-base | Engine | Gear-box | Single-speed axle ratios | Two-speed axle ratios | Frame depth | Brake dia. | Brake area | Turning circle | Gross weight |
|-------------------------|------------|---------|----------|--------------------------|-----------------------|-------------|------------|------------|----------------|--------------|
| | ft. in. | cu. in. | | | | in. | in. | sq. in. | ft. | lb. |
| 25-cwt. | 9 11 | 214 P | A | 4.37 | — | 7.41 | 13 | 190.6 | 39 | 7,500 |
| | | 200 O | | 4.71 | | | | | | |
| 35-cwt. | 9 11 | 214 P | A | 4.37 | — | 7.41 | 13 | 190.6 | 39 | 9,000 |
| | | 200 O | | 4.71 | | | | | | |
| 3-ton (short) | 9 11 | 214 P | B | 5.43 | — | 7.47 | 13 | 313.1 | 41 | 12,500 |
| | | 200 O | | 4.71 | | | | | | |
| 3-ton (long) | 11 11 | 214 P | B | 5.43 | — | 7.49 | 13 | 313.1 | 48 | 12,500 |
| | | 200 O | | 4.71 | | | | | | |
| 4-ton | 13 5 | 214 P | B | 6.2 | — | 8.0 | 13 | 313.1 | 51 | 15,000 |
| | | 200 O | | 5.43 | | | | | | |
| 5-ton | 13 11 | 214 P | A | 5.28 | 6.40/8.72 | 8.88 | 14 | 435.6 | 52 | 18,000 |
| | | 300 P | | 6.8 | 5.83/7.95 | | | | | |
| | | 300 O | | 5.83 | | | | | | |
| | | | | 7.4 | | | | | | |
| 6-ton (short) | 10 0 | 214 P | B | 6.8 | 6.40/8.72 | 8.88 | 14 | 435.6 | 38 | 20,100 |
| | | 300 P | | 5.28 | 5.83/7.95 | | | | | |
| | | 300 O | | 5.83 | | | | | | |
| | | | | 7.4 | | | | | | |
| 6-ton (long) | 13 11 | 214 P | B | 6.8 | 6.40/8.72 | 8.88 | 14 | 435.6 | 52 | 20,100 |
| | | 300 P | | 5.28 | 5.83/7.95 | | | | | |
| | | 300 O | | 5.83 | | | | | | |
| | | | | 7.4 | | | | | | |
| 7-ton (short) | 12 11 | 300 P | A | — | 5.83/7.95 | 10.0 | 16 | 497.9 | 50 | 23,000 |
| | | 300 O | | — | 6.40/8.72 | | | | | |
| 7-ton (long) | 14 11 | 300 P | A | — | 5.83/7.95 | 10.0 | 16 | 497.9 | 58 | 23,000 |
| | | 300 O | | — | 6.40/8.72 | | | | | |
| 8-ton (tractor) | 10 0 | 214 P | B | 6.8 | 6.40/8.72 | 8.88 | 14 | 435.6 | 38 | 27,000* |
| | | 300 P | | 7.4 | | | | | | |
| | | 300 O | | | | | | | | |

P, petrol engine. O, oil engine. A, close-ratio gearbox: 6.5, 2.86, 1.576 and 1 to 1 forward; 6.5 to 1 reverse. B, wide-ratio gearbox: 7.059, 3.332, 1.711 and 1 to 1 forward; 7.059 to 1 reverse. * Gross train weight.

leading-and-trailing-shoe units are fitted at all wheels.

When fitted with the standard cab, the short- and long-wheelbase 3-ton models measure 8 ft. 4 in. and 10 ft. 1 in. respectively from rear of cab to end of frame. A gross weight of 5 tons 14 cwt. is permitted when the standard 7.50-16-in. (8-ply) tyres (twins at the rear) are fitted, but 7.50-16-in. (8-ply) front tyres and Michelin X 9.00-16-in. single rear tyres are also offered, reducing the gross weight to 5 tons 3 cwt. When 7.50-16-in. tyres are fitted all round there is a choice of 4.71-to-1 or 5.43-to-1 axles, whilst with the alternative tyres only the low-ratio axle is available.

Comparing the new 3-tonners with the chassis which they supersede, the gross weight rating is increased by some 12½ cwt. and the specified front- and rear-axle ratings are now 1 ton 16 cwt. and 5 tons 2 cwt. respectively.

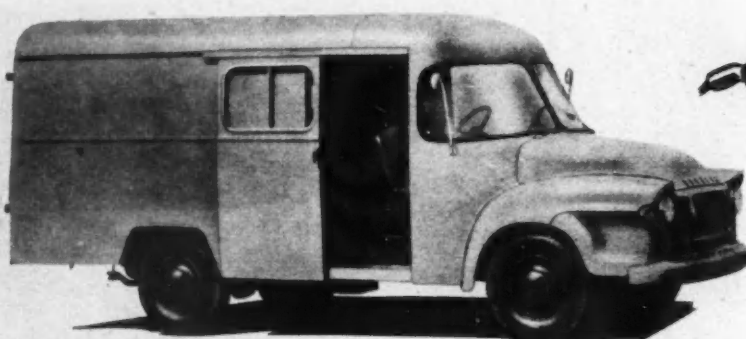
Low Frame Height

Laden and unladen frame heights with the standard tyres are 24½ in. and 27 in. respectively and the loading height with the standard Bedford body is 3 ft. 6 in. unladen. The step height is about 1 ft. 6 in. and the minimum ground clearance under the front axle is 9.3 in. (laden).

The frame is basically similar to that of the 3-tonner previously produced, but the brake sizes are different, 13-in.-diameter units now being used, instead of 14-in. equipment. Front and rear facing widths are 2½ in. and 3½ in. respectively. A Clayton Dewandre 4.33-in.-diameter vacuum servo is employed.

Only one version of the 4-tonner is offered, this being rated for a gross weight of 6 tons 14 cwt. and having 12 ft. 5½ in. of frame length behind the cab. It has a

c19



(Above) A novel type of main fuse is incorporated in the electrical system of the new Bedfords. It is carried in a split rubber mounting which plugs into the engine bulkhead and simplifies replacement. (Left) The 1½-ton and 1½-ton chassis can be supplied with van bodies, these being Spurling versions. Hawson bodies are also available with these two chassis.

new frame, but the general layout is similar to its predecessor, and on standard tyres its laden and unladen heights are 24½ in. and 27 in. respectively.

Standard tyres are 7.50-16 in. (10 ply) (dual rear), with the option of 8.25-16 in. (10 ply) or 7.50-16 in. (10 ply) at the front and 9.00-16-in. (X) singles at the rear. In the latter case the gross weight is reduced to 5 tons 7 cwt.

On those chassis with twin rear tyres the choice of 5.43-to-1 or 6.2-to-1 axles is available, whilst the model with 9.00-16-in. singles at the rear is standard with the 6.2-to-1 axle. With the standard body the floor height is 3 ft. 4½ in. unladen.

As with the other light models, 13-in.-diameter brakes are employed. They have the same total frictional area as on the 3-tonners, but are used, in conjunction with a larger Clayton Dewandre vacuum servo which has a 5.25-in.-diameter piston. Common to the 3-tonners also is the use of the wide-ratio gearbox.

Similar Specifications

Of the heavier vehicles in the new range the 5-ton and 6-ton models are similar in general chassis specification to the former 5-ton and 6-ton normal-control chassis. A short-wheelbase version of the 5-tonner is offered as an 8-ton tractor unit. The 5-ton and 6-ton chassis are rated for gross weights of 8 tons and 9 tons respectively, the short-wheelbase 6-tonner being suitable for a 5-cu.-yd. tipping body.

Normal 20-in.-diameter wheels are fitted to all these models. The standard tyres on the 5-tonner are 7.50-20 in. (10 ply) (dual rear), optional equipment being 7.50-20 in. (8 ply) front and 11.00-20 in. (12 ply) single rear, in which case the permissible gross weight is restricted to just over 7 tons. The 6-ton models have 7.50-20-in. (12-ply) tyres as standard, with the option of 8.25-20 in. (10 ply), whilst the tractor has 7.00-20-in. (10-ply) tyres as standard, with the alternative of 7.50-20 in. (8 or 10 ply).

Because of its favourable power-to-weight ratio when either the 300-cu.-in. petrol or oil engine is fitted, the 5-ton chassis has the close-ratio gearbox, but when the 214-cu.-in. petrol engine is fitted the wide-ratio unit is used. This box is standard in the 8-ton tractor and the two 6-tonners.

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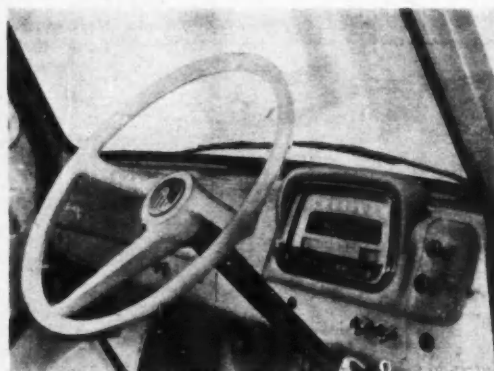
A wide choice of axle ratios is offered with these four chassis, including Bedford two-speed axles. When the 214-cu.-in. petrol engine is used in the 5-tonner and the 6-tonners the standard ratio is 6.8 to 1, with the option of 7.4 to 1, and when the 300 engines are installed the standard axle is 5.83 to 1 and the optional units are 5.28 to 1 or 6.8 to 1.

The 5-tonner with 11.00-20-in. rear

and the 6.8-to-1 axle is fitted when the 300-cu.-in. engines are employed, irrespective of tyres. The optional axle in all cases is the two-speed unit with ratios of 6.4 and 8.72 to 1.

The capacity of the rear axle used in these four models is 7 tons 12 cwt. A 2½-ton front axle is employed except in the oil-engined 5-ton and 6-ton long-wheelbase models, in which case a 2½-ton axle is fitted. The 5-ton and 6-ton chassis have 14-in.-diameter brakes, the front facings being 3.193 in. wide and the rear 4.25 in. wide.

The 8-ton tractor has a Clayton Dewandre 4.33-in.-diameter



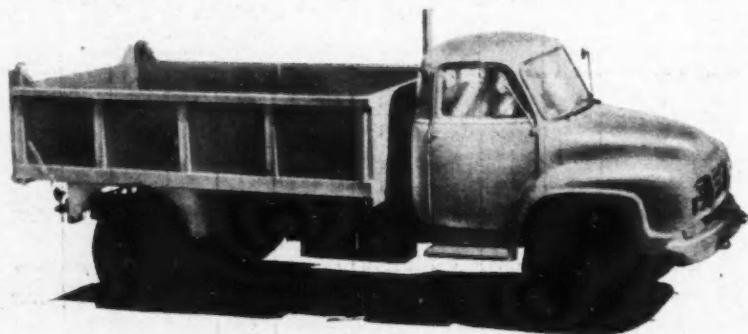
The cab layout of the new normal-control Bedfords has been cleaned up. Instruments are enclosed in a neat cowl with the switches close at hand. A dished steering wheel is standard.

tyres and 214-cu.-in. engine has a 7.4-to-1 axle, with the option of a 6.8-to-1 unit, or if fitted with the 300-cu.-in. engine a 5.83-to-1 axle is standard, the optional ratios being 5.28 to 1 and 6.8 to 1.

There is a choice of two-speed axle ratios in the 5-tonner and 6-tonner. In the case of the 8-ton tractor the 7.4-to-1 axle is normal with the 214-cu.-in. engine,

vacuum servo, whilst the other three models have 5.25-in.-diameter servos. In all cases the chassis frames are of ½-in.-thick pressings with 8.88-in.-deep side members which have 2.87-in. flanges.

Flat-topped frames are a feature of the two 7-ton models, the long-wheelbase version of which is suitable for 16-ft. bodywork. Only the 300-cu.-in. petrol or



The 6-cu.-yd. tipper is based on the 7-ton 12-ft. 11-in.-wheelbase chassis. The normal-control layout has advantages in respect of low front-axle loading to reduce the steering effort when the going is heavy.

oil engines are offered, and these are used in conjunction with the close-ratio gearbox and two-speed axles.

Front axles similar to those in the S-types are employed, whilst the Bedford two-speed axle has been uprated to 8-ton capacity, which applies also when it is used in S-types.

Frames of the new 7-tonners are 4 in. thick and the side members are 10 in. deep with 2.87-in. flanges. Flitch plates are not employed with either model.

Standard tyres on both vehicles are 8.25-20 in. (12 ply), but 9.00-20 in. (12 ply) duals can be fitted at the rear as an alternative. The gross permissible vehicle weight in each case is 10½ tons. The brakes are 16 in. in diameter, the front facings of which are 3.18 in. wide and the rear 4.25 in. wide. A Clayton Dewandre 5½-in.-diameter servo is employed as standard. Power-assisted steering is not offered with either of these models.

A standard cab is employed on all the TJ chassis and one of the most striking features of the new design is the depth of the windscreen, the bottom line of which is 6 in. lower than on the D-types, giving 63 per cent. greater glass area. This increase has been accompanied by the use of longer wiper blades, which sweep 75 per cent. more glass than those used on the earlier vehicles.

Altogether there is 42 per cent. more glass in the new Bedford cab, as the rear panel incorporates a wide centre light and curved corner lights. Wind-down windows are fitted in the doors, and the swivelling quarter lights can be rotated to act as air scoops. Additional ventilation is given by a large intake in the scuttle, which may be used in conjunction with a fresh-air heater.

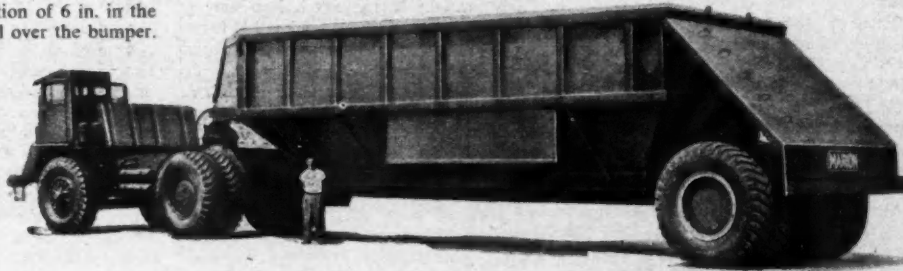
Instruments Grouped

Although the interior cab layout is basically similar to that on previous models, including an adjustable driving seat and a two-man passenger seat, the facia-panel layout has been modified. The instruments, which comprise a speedometer, mileometer (with readings in tenths of a mile), fuel gauge and temperature gauge, are grouped into a single dial, charging and oil-pressure warning lights being incorporated.

An ash tray is provided in the centre of the facia and on the passenger side there is a small glove locker with a hinged flap. A new type of dished steering wheel is employed.

There is a difference in front panelling between the light and heavy models, as the smaller wheels on the smaller vehicles allow a reduction of 6 in. in the frontal width measured over the bumper.

This 70-ton coal transporter comprises a Cummins-engined Kenworth tractor and a Marion semi-trailer with two 26-ft.-long doors underneath. Gross laden weight is 119 short tons, and the outfit can travel at 34 m.p.h.



Prices of New Bedfords

SPECIMEN prices of the new Bedford normal-control vehicles are given below, with the purchase tax payable in Great Britain in parentheses after each basic price, the same tax applying to all versions of each type of chassis.

25-cwt. petrol chassis, £552 (£123 0s. 1d.); chassis-cab, £625; pick-up, £690; Spurling van, £831; Hawson van, £833. Oil-engined versions cost £105 more, tax being £26 5s. greater.

35-cwt. petrol chassis £584 (£128 17s. 5d.); chassis-cab, £657; pick-up, £722; Spurling van, £863; Hawson van, £865. Oil-engined versions cost £105 more, tax being £26 5s. greater.

3-ton short-wheelbase petrol chassis, £642 (£144 15s. 7d.); chassis-cab, £715. Long-wheelbase petrol chassis, £652 (£147 2s. 9d.); chassis-cab, £725; drop-sided truck, £800. Oil-engined versions cost £125 more, tax being £31 5s. greater.

4-ton petrol chassis, £692 (£156 1s. 7d.); chassis-cab, £765; drop-sided truck, £870. Oil-engined versions cost £125 more, tax being £31 5s. greater.

5-ton 214-cu.-in. petrol chassis, £765 (£172 14s. 11d.); chassis-cab, £840; drop-sided

truck, £945. Oil-engined versions cost £185 more, tax being £46 5s. greater.

6-ton short-wheelbase 214-cu.-in. petrol chassis, £900 (£180 10s. 1d.); chassis-cab, £975; tipper, £1,040. Long-wheelbase 214-cu.-in. petrol chassis, £815 (£184 2s. 3d.); chassis-cab, £890; drop-sided truck, £995. Oil-engined versions cost £185 more, tax being £46 5s. greater.

7-ton short-wheelbase petrol chassis, £995 (£226 13s. 3d.); chassis-cab, £1,070; tipper (end-ram), £1,315. Long-wheelbase petrol chassis, £1,010 (£229 18s. 9d.); chassis-cab, £1,085; drop-sided truck, £1,195. Oil-engined versions cost £125 more, tax being £31 5s. greater.

8-ton 214-cu.-in. petrol tractor, chassis-cab, £790 (£167 10s. 5d.). Oil-engined chassis-cab, £975 (£213 15s. 5d.).

The 300-cu.-in. petrol engine is available in the 5-, 6- and 8-ton models at an extra cost of £65, plus £16 5s. tax.

Forward-control 4-ton and 5-ton chassis can have the 300-cu.-in. oil engine at an extra cost of £185, plus £46 5s. tax. The Leyland O.350 oil engine is now available in the SB passenger chassis, the additional cost being £425, plus £106 5s. tax unless used as a passenger vehicle.

Frontal styling is distinctive, partly because of the sharply swept-down bonnet, the design of which is intended to give better forward visibility than is general with normal-control layouts. The basic front grille treatment is similar on all models, except that the three lighter vehicles have vertical grille bars and cowl headlights, whilst the heavier trucks have horizontal bars.

Representative models from the new

Bedford range will be exhibited at the Commercial Motor Show, as will the familiar CA 10/12-cwt. vans and models from the forward-control range of chassis introduced last year. All these remain essentially unchanged, except that the current forward-control vehicles incorporate braking modifications as outlined in the road-test report of the Bedford 7-tonner which appeared in *The Commercial Motor* on August 1.

70-tonner at £32,000

CLAIMED to be the largest outfit of its kind in the world, an articulated vehicle for carrying 70 tons of opencast coal has been produced by the Marion Metal Products Co., of the U.S.A. The semi-trailer is 47 ft. 4 in. long, 12 ft. wide and 13 ft. 6 in. high, with a truck capacity of 95 cu. yd. The Kenworth tractor is 11 ft. 6 in. wide and 12 ft. 5 in. high. The value of the combined units is about £32,000.

Capable of a maximum speed of 34 m.p.h., the vehicle was delivered by road 300 miles from the makers to the Beckley Coal and Coke Co., West Virginia, in three days. With an overall length of 66 ft. 5 in., it will be used on the company's own roads to carry coal from seams high in the mountains to rail-siding hoppers seven miles away.

Unladen weight of the semi-trailer is 24 short tons and of the tractor 25 tons, whilst the gross laden weight is 119 tons. Loading of the tractor front axle is 25 tons and of the rear axle 47½ tons, whilst the axle of the semi-trailer is rated for 50 tons. This component was forged

from a billet 10½ in. square and weighs more than 3 tons.

The semi-trailer took only 60 days to make after preparation. It has two doors underneath, 26 ft. long and 2 ft. wide. They open by gravity and are closed pneumatically. Body sides are of 8-gauge high-tensile steel and other panels are up to ¼ in. thick. The design allows for loadings of up to 5,000 p.s.i.

The connection between the semi-trailer and the tractor is stated to be the biggest coupling ever made. It weighs more than a ton and the spindle is 9 in. in diameter. The assembly is constantly lubricated from an oil reservoir.

A Cummins V12 oil engine developing 400 b.h.p. drives through a Twin Disc torque converter and Fuller semi-automatic transmission. Steering is power-assisted.

All brakes, wheels and tyres are interchangeable. The air-operated brakes are 2 ft. 2 in. in diameter and 10 in. wide, and each has eight shoes. The tyres are 18.00-33-in. (32-ply) nylon. Each is nearly 6 ft. in diameter and weighs 9 cwt.



The HL Swiftsure exhibit at Earls Court will have a new design of all-plastics cab, the prototype of which is seen here. It is roomy and well-equipped. The layout of the two windscreens-wiper blades is noteworthy.

TWO completely new models of widely differing applications, and widespread additions to an existing range, are announced today by Transport Equipment (Thornycroft), Ltd., Basingstoke, Hants. One of the two new models—the ML Mastiff 14-tons-gross four-wheeler—forms the subject of the road test report on pages 200-203 and the other is the MA Antar type of heavy-duty six-wheeler chassis designed primarily for oilfields use.

In addition to these new models the Trusty range, which formerly consisted only of an 18-ft. 4-in. wheelbase eight-wheeler, has been extended to incorporate a tipper version of the eight-wheeler and several normal- and forward-control rear-wheel-drive six- and four-wheelers, these having been in production for several months.

Examples of some of these new models will be seen at Earls Court in a fortnight's time. Exhibits will include an MA Antar, an ML Mastiff of 16-ft. 6-in. wheelbase, a PK Trusty normal-wheelbase eight-wheeler, an HL Swiftsure 17-ft. 6-in. wheelbase 6-tonner with 21-ft. 6-in. drop-sided alloy body and new plastics cab, and a TFA Nubian 6 x 6 powered by a Thornycroft oil engine. On the Edbro-B. and E. stand there will be a PK 14-ft. 6-in. wheelbase eight-wheeler with tipping body.

There are two basic MA Antar models, either of which may be supplied as 6 x 4 or 6 x 6 chassis. The models are the MA/KRN6, powered by the Thornycroft 11.33-litre 175 b.h.p. (gross) normally aspirated oil engine, and the MA/KRN6/S, which has the turbo-charged version of the same engine, the gross output of which is 216 b.h.p.

Although the MA vehicles are rated for a gross weight of 47½ tons solo, the chassis have been designed to a specification suggested by the Oil Companies

Materials Committee for 6 x 4 or 6 x 6 20-ton load carriers suitable for on- or off-the-road operation. Thus the Thornycroft design has plenty in hand to meet the O.C.M.C. requirements, and is obviously suited to the type of work the committee had in mind when drawing up the specification.

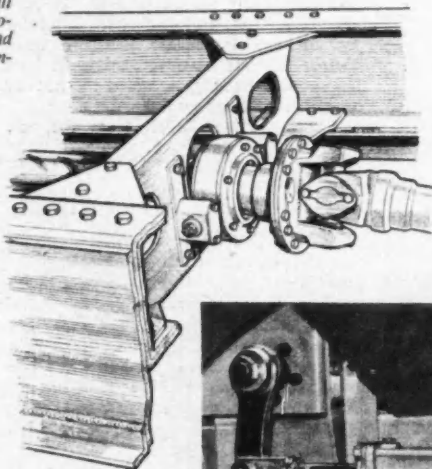
The requirements drawn up by the O.C.M.C. in their specification emphasized simplicity and robustness, with special stress on good unit accessibility, both for normal maintenance and for

auxiliary gearbox with full engine-torque power take-off for winch operation, hydraulic steering, air brakes, fully articulated suspension, twin rear tyres and a 50,000 lb. winch.

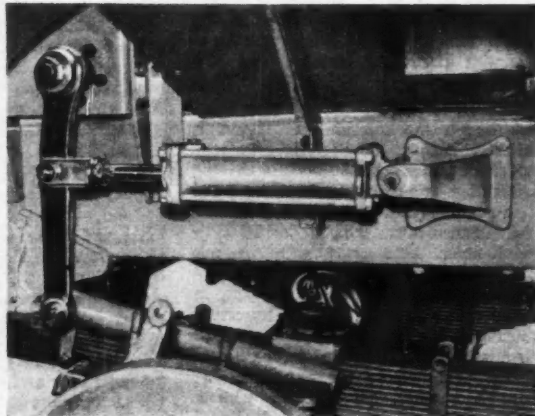
Thornycroft decided to construct a heavy vehicle for oilfields use to meet the O.C.M.C. requirements, but at the same time not introducing the complication of the larger Antar tractor, which is, after all, mainly a military vehicle in its present application. The existing Big Ben, which is rated for 36 tons gross, would not permit the clear 20-ton payload required.

The resulting chassis can be likened to a much lighter, simpler and less expensive version of the Antar incorporating Antar axles and transmission, Big Ben engine

Two New Big



(Left) The side members of the new Antar consist of two channel sections, welded one inside the other, and the central portion is braced by 17½-in.-deep plates welded to the outside of the channels. The flexibly mounted centre bearing is also seen in this drawing.



(Right) The MA Antar has a Clayton Dewandre hydraulic servo on the steering gear, the piston rod acting directly on the drop arm. This picture was taken during assembly of the Show vehicle, and the near-side front brake cylinder has not been mounted.

removal and replacement of parts in the field.

In other respects the specification was fairly broad. It suggested, however, a wheelbase of 23 ft. 9 in., and called for a six-cylindrical oil engine of 12-15 litres developing at least 600 lb.-ft. torque at 1,000-1,200 r.p.m. and at least 175 b.h.p. at 1,800 r.p.m. for normal off-the-road working. For extreme conditions it was suggested that 700 lb.-ft. and 200 b.h.p. would be needed.

Other requirements were a minimum oil capacity of 6 gal., full-flow filters, vertical exhaust, 18-in. power-assisted clutch, synchromesh five-speed gearbox with adequate power take-off points,

and steering, and a new chassis frame. At present it is offered only as a solo machine with normal control and a wheelbase of 23 ft. 6 in., left- or right-hand drive being available.

As used in the MA/KRN6 chassis, the Thornycroft KRN6 11.33-litre (69-cu.-in.) six-cylindrical direct-injection oil engine has a net power output of 155 b.h.p. at 1,900 r.p.m., whilst its maximum torque output of 508 lb.-ft. occurs at 1,000 r.p.m. Fitted with an Eberspächer turbocharger (KRN6/S), the unit develops 200 net b.h.p. at the same governed speed, whilst the torque output is increased to 625 lb.-ft. at 1,000 r.p.m. The blower adds little weight to the engine, but raises the net

torque by 23 per cent. and maximum net b.h.p. by 29 per cent.

Blown or unblown, the engine has an 18-in.-diameter single-dry-plate clutch with an air servo. A wet sump gives a total lubricant capacity of 9 gal. and twin full-flow oil filters are incorporated. The cooling system, which is of 15-gal. capacity, is pressurized to 10 p.s.i. and an 18-in.-diameter six-bladed fan is installed.

Two 40-gal. fuel tanks are provided, one on each side of the chassis frame, and the fuel is lifted by a piston-type pump. It passes through a brass-disc primary filter and triple-paper-element main filters. A heavy-duty oilbath air cleaner is provided.

The main gearbox, which is mounted as a unit with the engine and clutch, is

A two-piece propeller shaft with one flexibly mounted intermediate bearing takes the drive to the two rear axles of the Kirkstall bogie. This bogie is almost identical with that used in the heavier Antars and has double-reduction axles with overhead-worm and epicyclic gearing, all of which is in the central pots. The standard overall reduction ratio is 14.4 to 1.

The bogie layout is such that rubber-bushed torque and radius arms absorb all driving and braking torques and locate the axles longitudinally and laterally, thus relieving the springs of all stresses except vertical loadings. The springs used at the back are inverted semi-elliptics, one on each side, and are 62 in. long and 5 in. wide.

steering-box ratio is 28.5 to 1, and the turning circle has been calculated at 87 ft.

Air brakes are used throughout the chassis, a split circuit being employed, with cam-operated leading-and-trailing-shoe units at all wheels. All the brakes are 19 in. in diameter and the front facings are 4 in. wide, those at the rear being 7 in. wide.

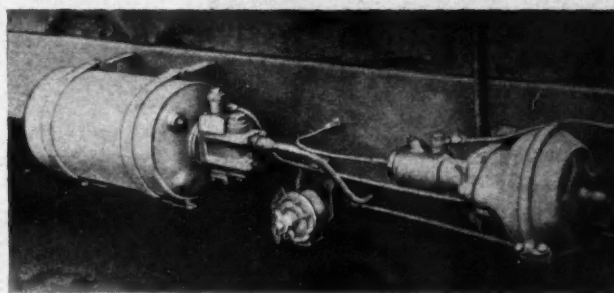
Total frictional area is 1,044 sq. in., whilst the total drum area is 2,147 sq. in. Braking power is provided by a twin-cylindere compressor mounted on the engine, and a multi-pull hand brake is linked by rod to the rear brakes only.

The chassis frame of the MA is a most impressive structure. The side members consist basically of two channel-

Thornycrofts

New Antar Six-wheeler and Mastiff 14-ton gross Four-wheeler : Trusty Range Extended and New Cab Developed

(Right) The new Mastiff (see pages 200-203) has air-hydraulic braking, the actuator and reservoir of which are shown here, together with the tyre inflator—a standard item.



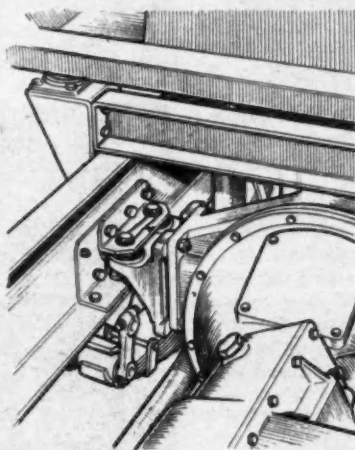
new and is used also in current Antars of the larger type. It is a constant-mesh design giving four forward speeds and reverse, and sliding dogs are fitted on all gears.

When used with the KRN6 engine its forward ratios are 6.07, 3.2, 1.69 and 1 to 1, with a reverse ratio of 10 to 1. With the blown engine the forward ratios are changed to 4.8, 2.73, 1.66 and 1 to 1, with a 7.91-to-1 reverse. Provision is made for fitting a 30-h.p. power take-off on either side of the box.

Sliding dogs are used throughout the three-speed auxiliary box. This, too, is a new design, which is also to be installed in the larger Antars. The box is mounted separately from the main unit and gives ratios of 1.728, 1 and 0.732 to 1. It is fitted with a tower-type power take-off, with a separate reverse gear through which can be transmitted full engine torque. The driving ratios given by this power take-off are 0.97 to 1 forward and 0.73 to 1 reverse, and it is rated for 100 h.p.

It has a capacity for working with an 80,000 lb. winch and, as the drive is taken through the main gearbox, the winch speed can be adjusted by changing gear in the main box in the normal manner.

For the 6 x 6 MA models the auxiliary gearbox incorporates an air-operated front-wheel-drive engagement section (an example of which, but with manual operation, will be exhibited at the Show) which can be actuated irrespective of whether high or low auxiliary ratios are engaged. The engagement dog is mounted on a helical spline to enable the drive to be engaged or disengaged irrespective of speed or terrain.



The engine-gearbox unit of the Mastiff is supported at the rear by two twin-bush mountings attached to the clutch housing at each side. The wrapped-eye front spring will be noted.

At the front a Kirkstall axle with rectangular-section beam and tapered-roller thrust bearings is employed. In the case of the 6 x 6 versions a Kirkstall double-reduction front axle is fitted. The front suspension consists of two semi-elliptic springs, 48 in. long and 4 in. wide. The front-axle load rating is 10 tons, whilst that of the rear bogie is 37½ tons.

Marles cam-and-double-roller steering gear has integral valves for the Clayton Dewandre hydraulic steering servo which is standard on all MA chassis. The

section pressings, welded one inside the other, to form a fabricated channel 11 in. deep and ½ in. thick, with a flange width of 3½ in.

The centre section of the frame is braced by 17½-in.-deep flat gusset plates welded to the outside of the channels and having angle sections welded to their lower edges. This gusset extends from just behind the front axle to immediately ahead of the centre axle.

Further flitching and bracing members are employed in the vicinity of the bogie, whilst at the front end a channel-section sub-frame is bolted inside the main frame to form the front engine and bumper support. There are seven cross-members, the rearmost one being heavily braced for towing purposes, and fitted bolts are used throughout the frame assembly.

The side members are flat and parallel to each other throughout the length of the chassis and the maximum frame width is 3 ft. 1 in.

Standard tyres supplied with the MA chassis are 14.00-24 in. (20 ply), mounted on 10.00-24-in. three-piece wheels. Twin tyres are standard on the bogie axles. With these tyres and standard axle ratios the maximum speed, allowing for 10 per cent. governor overrun, is 29½ m.p.h. with either engine.

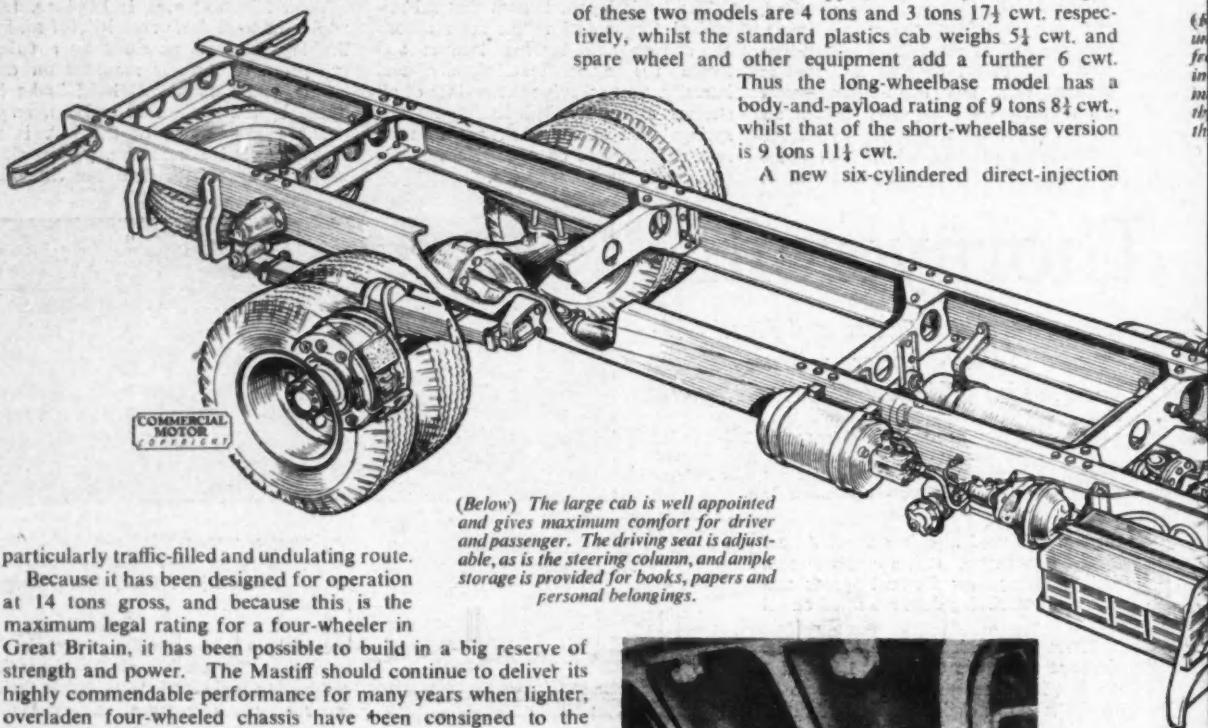
A 24v electrical system is fitted and the engine carries a 5½-in.-diameter 480W. dynamo. The battery is 154 amp.-hr. and a 6-in.-diameter axial starter is supplied. Instruments include two air-pressure gauges, oil-pressure gauge, ammeter, radiator thermometer, tachometer, speedometer and an odometer.

The overall length of the standard MA chassis is 36 ft. 5 in., including the front

(Continued on page 203)

FOLLOWING the success of their Trusty eight-wheeler, Transport Equipment (Thornycroft), Ltd., Basingstoke, have now applied the same formula to a new maximum-capacity solo four-wheeler—the Mastiff. The advantages of employing a "home-made" engine and gearbox in such a vehicle are obvious when considering the results obtained on test with this chassis, the vehicle having a maximum speed of more than 53 m.p.h., yet averaging 14.4 m.p.g. fully laden and 20 m.p.g. unladen over a

THORNYCROFT IT AGAIN



tested) and 12 ft. 6 in. (a tipper). The dry chassis weights of these two models are 4 tons and 3 tons 17½ cwt. respectively, whilst the standard plastics cab weighs 5½ cwt. and spare wheel and other equipment add a further 6 cwt.

Thus the long-wheelbase model has a body-and-payload rating of 9 tons 8½ cwt., whilst that of the short-wheelbase version is 9 tons 11½ cwt.

A new six-cylindered direct-injection

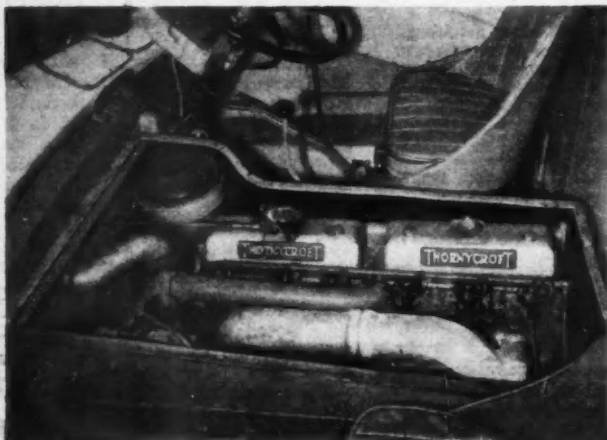
(Below) The large cab is well appointed and gives maximum comfort for driver and passenger. The driving seat is adjustable, as is the steering column, and ample storage is provided for books, papers and personal belongings.

particularly traffic-filled and undulating route.

Because it has been designed for operation at 14 tons gross, and because this is the maximum legal rating for a four-wheeler in Great Britain, it has been possible to build in a big reserve of strength and power. The Mastiff should continue to deliver its highly commendable performance for many years when lighter, overlaid four-wheeled chassis have been consigned to the scrap heap. This is a long-term economy plan still appreciated by many operators.

First-class performance does not end at fuel consumption and maximum speed. Acceleration is at least as good as that of many vehicles running 4.5 tons lighter; hill-climbing performance gives a gradient ability of 1 in 4.6; the brakes give safe maximum retardation and anti-fade properties, and the cab comfort (particularly in respect of space and quietness) sets a high standard.

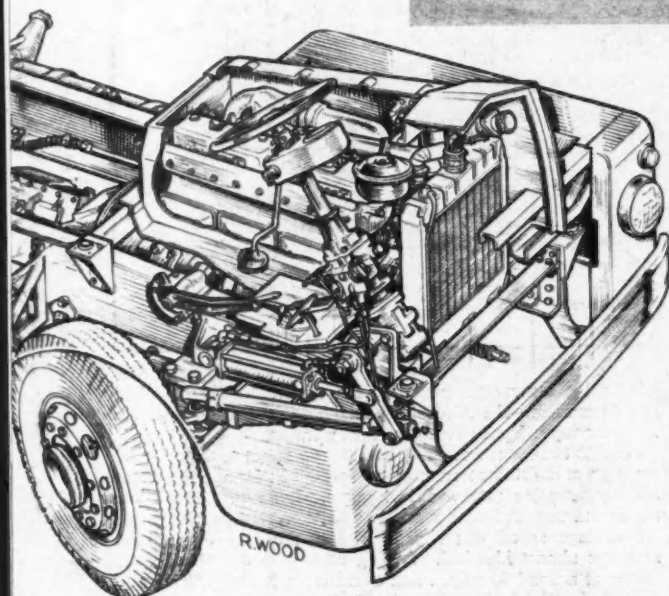
The Mastiff is available in two wheelbases—16 ft. 6 in. (as



(Left) The NS6 7.88-litre oil engine used in the Mastiff develops 109 b.h.p. (net) at 1,800 r.p.m. The engine cowl is large, giving good access to the unit, and a detachable panel in the side nearer the camera allows the fuel-injection pump and air compressor to be reached. (Right) The two main fuel filters are well placed for easy access, and both were stripped and re-assembled without difficulty in 3½ minutes.

IT DOES IN!

(right) The cab styling of the new Mastiff is not like that of the Trusty range, except that the front overhang is greater, so that the doors are immediately above the front wheels. Plastic moldings are used extensively, with the result that the cab is light. The flashing indicators fitted to the test vehicle are optional equipment, but the chromium-plated front bumper is standard.



(above) This exclusive drawing shows the simple layout of the new Thornycroft Mastiff chassis, which is available in wheelbases of 16 ft. 6 in. (as drawn), or 12 ft. 6 in. The gross weight rating is 14 tons.



**By John F. Moon,
A.M.I.R.T.E.**

New Mastiff Maximum-capacity Four-wheeler Has First-class Fuel Economy, Acceleration, Hill Performance and Braking: Driving Comfort Reaches High Standard: Maintenance Accessibility Good

engine—the Thornycroft NS6—is employed. It has a bore of 104.8 mm. and stroke of 152.4 mm. (7.88 litres). This is the same capacity as that of the NR6/MV unit from which the NS6 engine is developed, but whereas the earlier unit had peak outputs of 100 b.h.p. and 335 lb.-ft. torque, the NS6 has net outputs of 109 b.h.p. and 354 lb.-ft. torque, whilst the specific fuel consumption is 0.355 pt./b.h.p./hr., which is slightly less than that of the NR6/MV.

The unit has a combined crankcase and cylinder-block casting and twin cylinder heads. The nitrided crankshaft runs in seven thin-shell, steel-backed, copper-lead-lined main bearings and the C.A.V. fuel-injection pump has a mechanical governor. Multi-hole injectors are employed and fuel is passed through a brass-disc primary filter and twin paper-element main filters. The cooling system is pressurized to 4 p.s.i. and an oil-bath air cleaner is employed.

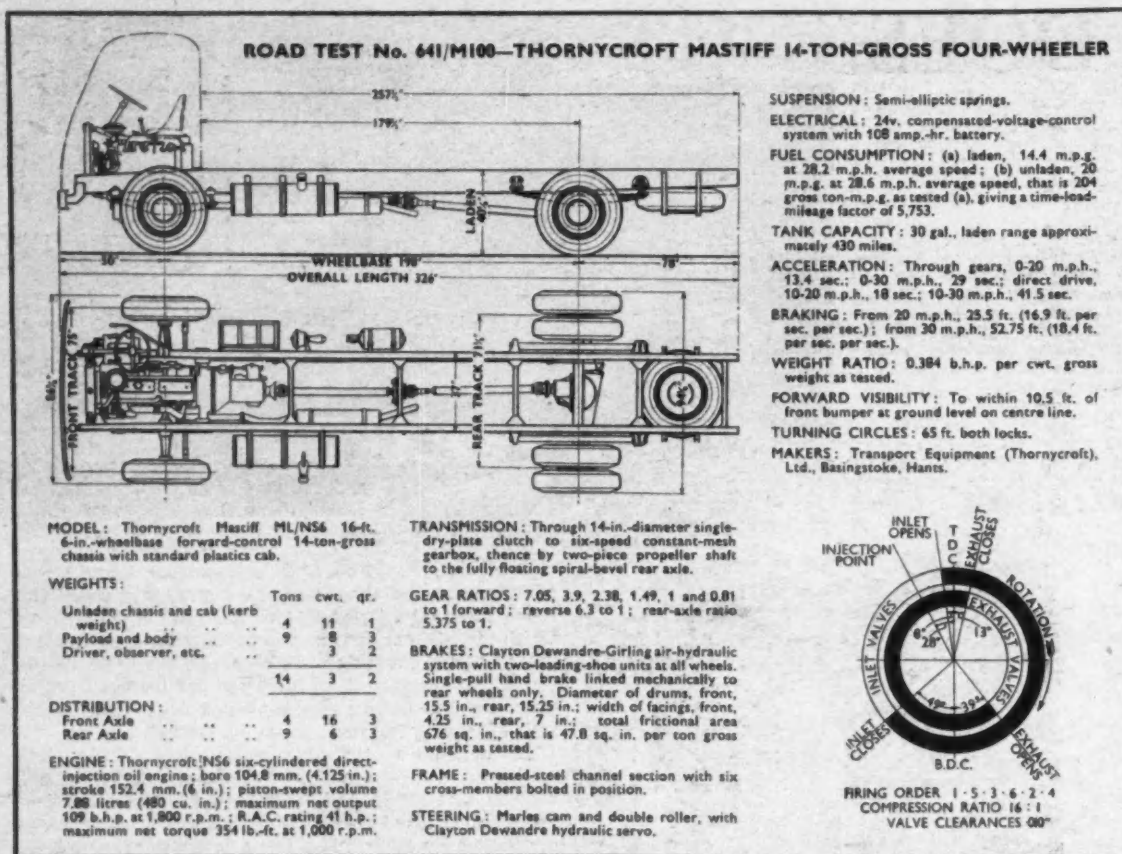
A 14-in.-diameter single-dry-plate clutch, with ball-bearing release, is used and a new five-speed gearbox, similar in basic principle to the assembly used in the Trusty PK eight-wheeler, is unit-mounted with the engine. The box has constant-mesh gears with dog engagement and an overdrive ratio of 0.81 to 1 can be added. This was fitted to the test vehicle and undoubtedly contributed towards the exceptional fuel economy. With the direct-top gearbox the maximum road speed is 43 m.p.h.

A three-point flexible mounting is employed for the engine-gearbox unit. A two-piece propeller shaft with flexibly mounted centre bearing transmits the torque to the spiral-bevel rear axle. The standard axle ratio is 5.375 to 1, but for operation in very hilly areas or for tipper use a 6.14-to-1 final drive is available. The front axle is based on an I-section beam and the king-pins are carried in renewable bushes, with phosphor-bronze thrust washers.

Single-rate semi-elliptic springs are used at both axles. The leaves are 3½ in. wide in both cases and the lengths of the front and rear springs are 46 in. and 60 in. respectively.

Girling two-leading-shoe hydraulic brakes work in conjunction with a Clayton Dewandre air-hydraulic actuator controlled by an E1 valve. The single-pull hand brake gives exceptional leverage and corresponding efficiency on the road.

The Marles cam-and-double-roller steering has a ratio of 28.5 to 1. A Clayton Dewandre continuous-flow hydraulic servo is offered as an optional extra, one being carried by the test vehicle. The short-wheelbase Mastiff has a turning



circle of 52 ft., that of the long-wheelbase model being 65 ft.

The chassis frame has 7/32-in.-thick side members, 10½ in. deep, with flanges 3 in. wide, and the frame is braced by six pressed-steel bolted cross-members. A 24v. electrical system is employed with a 288W. dynamo, and the standard fuel tank holds 30 gal. The tyres are 10.00-20 in. (14-ply) mounted on B7.0 rims, and a spare wheel is standard.

The upper half of the plastics cab is not unlike that employed on the Trusty range. The base assembly is somewhat different, however, principally because the cab is farther forward relative to the front axle. It is large for this class of vehicle, so that there is ample leg and elbow room for both driver and passenger. The driving position is further enhanced by the use of a fully adjustable driving seat and the usual telescopic steering column.

Well-equipped Cab

A two-piece windscreen, wide centre rear light, corner rear lights, swivelling front-quarter lights and full-drop door windows give good all-round vision. Ample storage space is ensured by the provision of two pockets on the mate's side ahead of the seat, and one ahead of the seat and one behind it on the driving side. Twin electrically operated windscreen wipers, an interior light, two ashtrays, two coat hooks and fitted rubber floor mats are standard, whilst a fresh-air heater and demister is offered as an optional extra, as are Windtone horns.

As supplied for test the Mastiff chassis and cab had a kerb weight of 4 tons 11½ cwt. and a test body and concrete blocks totalling 9 tons 8½ cwt. had been added to bring the gross weight, less driver and passenger, to 14 tons exactly. Distribution between front and rear axles was in the correct proportion of 1 to 2.

A large test tank had been provided and a fuel-consumption run was made first from the western end of the Basingstoke by-pass to Blackbushe Airport, along the A30 road. The distance was 14 miles and as anybody who has used this road

will testify, a more nerve-racking 14 miles it is difficult to find in this country—the road being undulating, extremely narrow and carrying a large amount of heavy traffic.

Despite two stops and being baulked on one hill, the outward run was completed at an average speed of 27 m.p.h. and the fuel-consumption rate was 14.4 m.p.g. Later in the day the return run was made under even worse conditions and, although the average speed was slightly higher, the fuel-consumption rate was almost identical. During both runs the Mastiff was driven at around 35 m.p.h. and overdrive was used extensively.

Next day the fuel-consumption tests were repeated with the weights removed, the Mastiff running at 5 tons 9½ cwt. gross. During both journeys the overdrive ratio was used continuously. As the figures in the data panel show, the average speed for the total distance was little different from that when running laden, but the fuel-consumption rate was 20 m.p.g. Thus, operators unfortunate enough to have to run their vehicles unladen on return journeys can expect an overall average of more than 17 m.p.g.

Braking Above Average

Braking and acceleration tests were made along a level stretch of road bordering Blackbushe Airport and the braking figures obtained were much above average. There was evidence of a slight amount of delay in the air-pressure system, but nevertheless the retardation from both 20 m.p.h. and 30 m.p.h. was entirely satisfactory. Hand-brake efficiency was exceptionally high, the average Tapley meter reading of 42.5 per cent. being obtained without undue effort from 20 m.p.h.

Creditable acceleration times were obtained through the gears, using second, third, fourth and fifth ratios, whilst the direct-drive figures were much better than are usually obtained from a vehicle running at this weight. Slight transmission rattle was observed between 13 m.p.h. and 18 m.p.h.

Farleigh Hill, which is 1.4 miles long and has an average

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A SHORT STAIRCASE AND WIDE GANGWAYS.

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TOWARDS LOWER RUNNING COSTS



gradient of 1 in 27, was used for the hill-climb and brake-fade tests, these being made in an ambient temperature of 72° F. At the start of the climb the radiator header-tank temperature was 150° F. and the climb was made in 4½ minutes, producing a temperature rise of only 8° F. The lowest gear used during the ascent was second, which was engaged for 1 minute 25 seconds, and the minimum speed was 6.5 m.p.h.

Two fade tests were made and, for each one, the hill was descended in neutral with the brakes applied to restrict the speed to 20 m.p.h., although towards the bottom of the hill top gear was engaged and full throttle applied to give the brakes something to work against on the reduced gradient. Both tests lasted just under 3½ minutes, and after the first descent a "crash" stop from 20 m.p.h. gave a Tapley meter reading of 69 per cent., showing that almost negligible fade had occurred. After the second descent 58 per cent. was achieved, this being equivalent to a reduction of only 0.1g. Thus the Mastiff was demonstrated to be almost fade-free.

Returning to the steepest section of Farleigh Hill, where the gradient is 1 in 8.4, the chassis was stopped and the hand brake held it with ease. Several smooth bottom-gear restarts were then made, although an attempt to restart in second gear was unsuccessful.

To anyone riding in the cab, an outstanding feature is the quietness of the engine, noise from which is little more than that heard by passengers in the upper saloon of a double-deck bus. The test vehicle had a quilted bonnet cover, this being an optional extra, but some distance was driven with the cover off and even then the noise was appreciably less than would be expected from an engine of nearly 8 litres.

First-rate Gear Change

Another outstanding characteristic is the gear change. This is so light and positive that it is a simple matter to make upward or downward changes without using the clutch, not that this is heavy to operate. Any gear change can be made quickly: thus, the new gearbox offers all the advantages of a synchromesh unit without the disadvantage of a heavy change because of baulking action.

The power steering fitted to the test vehicle made the Mastiff as light to handle as any private car, but without any loss of sensitivity, and the chassis cornered well at any speed. The suspension also was good, whether laden or unladen. Although operated by a treadle pedal, the brakes were not over sensitive, but even better control would be obtained when running unladen were a conventional brake pedal to be employed.

Although the behaviour of the Mastiff on the road was above criticism, two small points relating to the cab require attention. They are the position and type of the combined grab handle and door pull, and the restriction of the door opening to about 80°. If the grab handles on the doors were to be placed across the front corner and were larger, it would be of greater assistance when entering the cab, whilst access for bulky drivers would be simplified if the door could be opened a little farther.

In the matter of maintenance the Mastiff also reaches a high standard. The first task was to check the radiator water level; this was done visually in 16 seconds, an external filler being employed. The engine dipstick can be reached only by removing the lower left-hand bonnet panel, an operation which

becomes somewhat involved when a quilt is fitted. With the quilt on the oil level took 2 minutes to check and with the quilt off, 1 minute.

I spent 1 minute 25 seconds verifying the gearbox oil level, but afterwards found that the combined filler and level plug had the wrong size of head and that production boxes will have a small square-headed plug which will be easier to remove. This type of plug is fitted in the rear axle and enabled me to check the level in half a minute.

The brake-fluid reservoir is inside the cab, behind the driving seat, and the level was tested in 22 seconds, following which I checked the electrolyte levels in the four 6v. batteries in 2 minutes 40 seconds. The batteries are protected by a wooden cover which is held in place by two wing nuts. A fuse wire was changed in 1 minute 20 seconds, the combined control box, switch panel and fuse box being behind the driver's seat.

Injector Changes Easy

Turning my attention to the engine, I removed the quilt in 50 seconds and the plastics cowl top in 16 seconds. This done, the air-cleaner level was checked in 42 seconds and the fluid level in the power-steering reservoir in 14 seconds. The two main fuel-filters are attached to the upper left bonnet panel, where they are both easy to reach, enabling me to remove and replace the elements in a total time of 3½ minutes.

I then removed an injector in 1 minute 55 seconds, choosing No. 1 injector, as this is, if anything, slightly more difficult to reach than the others. It was replaced in 1 minute 35 seconds and neither operation presented any difficulty. As has been shown in previous Thornycroft tests, the brass-disc primary filter can be stripped and reassembled in about 1½ minutes. Bleeding the fuel system at the pump took 1½ minutes, slight difficulty being experienced in seeing the outlet of the bleed pipe from above.

Engine tasks completed, the cowl top, which is secured by four large spring clips, was replaced in 40 seconds and the quilt in 1 minute 20 seconds. It is possible to work on the engine while sitting in the cab without feeling in any way cramped (a further advantage of a wide cab), whilst there is plenty of room around the sides of the power unit. The lower left panel gives good access to the fuel-injection pump and air compressor.

Simple Brake Adjustment

By jacking up centrally under each axle I was able to adjust the front brakes in 1½ minutes and the rear brakes in 2 minutes. Each brake has only one square-headed adjuster, and the total time taken was much less than is usually needed for much lighter vehicles.

Saving the heaviest job until last, I managed, single-handed, to remove the spare wheel in 1½ minutes, but needed assistance to replace it in 2½ minutes. The wheel is secured on its carrier by two eared nuts, but a 10.00-20-in. wheel and tyre are no light weight and I would have thought that a winch carrier, as used on the Trusty, would have been a likely fitting for the Mastiff, which has larger tyres than an eight-wheeler.

All these maintenance tasks were carried out with the standard tool kit, which, as usual with Thornycroft vehicles, is complete. It includes oil and grease guns, an oil can, feeler gauges and two spare bulbs for the optional flashing indicators.

Two New Big Thornycrofts (Continued from page 199)

bumper, and the maximum recommended body length is 24 ft. The laden frame height at the rear bogie is 3 ft. 10 in. The front and rear tracks are 7 ft. 4½ in. and 7 ft. 6½ in. respectively, the width over the rear tyres being 10 ft. 3 in.

In dry condition the chassis weighs approximately 13½ tons and there is an allowance of 13½ cwt. for fuel, water, tools and spare wheel, and 10½ cwt. for the standard all-steel cab.

Additions to the Trusty range comprise the 14-ft. 6-in.-wheelbase PK eight-

wheeler, four six-wheelers and six four-wheelers.

New six-wheelers consist of the RK forward-control right-hand-drive chassis, which are offered with wheelbases of 18 ft. 4 in. and 14 ft. 6 in., and the RKN normal-control left-hand-drive chassis, which have wheelbases of 19 ft. and 13 ft. 5 in. The two long-wheelbase models are intended for load carrying, whilst the two short-wheelbase chassis have been designed for use as tractor units.

The three VK forward-control right-

hand-drive four-wheelers have wheelbases of 9 ft. 6 in., 13 ft. 3 in. and 16 ft. 6 in. in tractor, tipper and normal haulage versions respectively. Their normal-control left-hand-drive equivalents, known as the VKN series, have wheelbases of 11 ft., 13 ft. 7 in. and 16 ft. 9 in.

The new all-plastics cab, which will be seen on the HL Swiftsure exhibited at the Show, is a full-width assembly with a deep two-piece wrap-round windscreen and three quarter lights. This cab is also to be offered on the 4-ton Swift and the Trident 7-ton and 8-ton models.

*Political Commentary**By JANUS*

Selling Time

UNTIL the elevation of the Ivory Tower, it did not occur to road transport operators that there was something peculiarly difficult about their calling. They considered themselves lucky to be in on the ground floor of an industry that provided them with a good living. Some of them failed to make enough money to stay in business, but that is the natural hazard of any industry. The average operator, who got on with the job and did not talk too much about how much profit he was making, had nothing to complain about.

Nationalization had little effect upon the finances or the activities of the provincial and Scottish road passenger services that were taken over. But for several years the accounts of British Road Services either just balanced or were in the red. An independent operator would have given up the struggle and put his money, or what was left of it, into something else. B.R.S. were of tougher fibre, in addition to which it was not their money. They persevered, and in due course have contrived to show a profit much more regularly.

The independent operator with no intellectual pretensions might say that the prolonged struggle by B.R.S. towards solvency was completely unnecessary, and that the Socialists could have avoided it merely by forgetting about nationalization. This is too simple an explanation for the experts in the Ivory Tower. If, although reinforced by most of the leading figures in the long-distance field, they could still barely keep their heads above water, there must be more to the running of a road haulage business than they had supposed.

They have set out to prove it with a number of ingenious arguments, some of them supplied by the experts on the railway side of the fence, who have had much longer practice in thinking up reasons why a transport business should be run at a loss. A favourite argument is the theory that transport operators are selling time, something that vanishes as soon as it is created. The revenue that may be earned on this very day from a seat in a bus, coach or train, or from the space sufficient to hold a ton in a lorry or railway wagon, is lost forever at the stroke of midnight. In fact, every minute when the vehicle is unoccupied is one minute nearer to the bankruptcy court. Even the most perishable of commodities can do better for their owners than this, especially with refrigeration and other benefits of modern science.

Losing Battle

Theorizing along these lines is harmless provided it does not dishearten operators into feeling that they are fighting a long losing battle against time, and that the revenue they earn is fairy gold. Their predicament is not unique. Theatre and cinema owners, for example, know what it is to have empty seats at their disposal, but so far as I know they do not for that reason consider it harder to make money from their occupation than from anything else.

Most hauliers have little enough time on their hands to worry about, and their instinct is not to complicate things. The skill and experience needed to run a road transport business are abundantly available in B.R.S. They may perhaps be overlaid by the need in a large nationalized concern for managerial and professional qualifications. For other operators the skill lies largely in improvisation.

They may not know from one day to the next what their vehicles will be doing. So much depends upon customers who often do not make up their minds until the last

moment. The operator must know where to look for traffic, but his nose for the right job is not a managerial or professional attribute. He would find such an attribute beside the point. The professional man in particular, when he happens to come into the road haulage industry, perhaps more or less by accident to take over the family business, finds that his training and the habits of mind it has inculcated are not of much use. He has to start at the beginning.

In a large organization, and especially in B.R.S., he would apparently find more scope for his special qualities, but once again they would not help a great deal in getting business. Many of the former independent operators who have made good in B.R.S. may not have been notably successful with their own concerns. They may have had managerial qualities that there was little chance to display in a small undertaking, but that have ample scope in B.R.S.

Winged Chariot

However, if a satisfactory method of measurement could be devised, it would probably emerge that B.R.S. are not as efficient as independent operators in the terms that matter, such as the volume of traffic carried per vehicle and the cost per ton. The experts in the Ivory Tower can write mellifluously about ton-miles disappearing like bubbles in the wake of time's winged chariot. This does not make them any more expert in filling the unforgiving ton-mile with 20 cwt. of traffic won; just as caged birds sing the sweetest songs, but are not as well equipped as the vulgar starling to scratch a living.

Some months ago Mr. G. W. Quick Smith, a member of the board of management of B.R.S., set out in a paper to show the advantages of large-scale operations in road haulage, and at the same time made suggestions for overcoming any disadvantages. The large organization, he said, was able to plan operations so as to achieve economies. It could provide a comprehensive network of services, and they could be regular and frequent. It had a wide range of types and sizes of vehicle and ancillary equipment. It could experiment with new techniques and promote research into operational problems. It could exploit the advantages of mechanization. It could provide facilities for the maintenance of vehicles and the training of staff.

Mr. Quick Smith made the obvious point that the small operator could not do these things on anything like the same scale. What he failed to notice was that the small operator has no need to do so. He provides the services and the types of vehicle that suit his own limited purposes. He experiments within his own limited field, as Mr. R. B. Brittain has done recently with his new van for delivering parcels. He looks after his staff, and sees that they are trained up to what he requires of them.

Once B.R.S. have been set up, they require the various features with which Mr. Quick Smith has credited them. In particular, they require the transport expert, with organizing abilities, whom Mr. Quick Smith would like to welcome into the industry. What he calls "advantages" are the inevitable consequences of setting up a giant undertaking. They are no more properly described as advantages than, say, the need for B.R.S. to have large premises for their head office. They would be disadvantages to a small operator aiming to specialize in a narrow field.

M.P.T.A. Conference, Blackpool

Bus Employer Backs the Workers

READING a paper on "Labour Relations in the Municipal Passenger Transport Industry" at the annual conference of the Municipal Passenger Transport Association at Blackpool this week, Cllr. C. Blackwell, chairman of Manchester Transport Committee and an ardent trades unionist, was highly critical of the employers. At the same time, he thought that if there were only one trade union in the industry, instead of six, conditions would be easier. He was in favour of payment by results, and urged the case for grouping municipal undertakings by regions. He wanted all pay awards to be made retrospective.

Wages and conditions were an incidental theme in the paper on "Public Control Without Nationalization" by Mr. Norman Morton, general manager of Sunderland Transport Department. He presented a case for the taking over of all the stage-carriage services in the country, including those of London Transport, by local authorities, and the formation of a separate body as part of the British Transport Commission to run express services.

The abolition of licensing and the establishment of a national wages council were expected to flow from the new forms of ownership. Mr. Morton quoted the high costs

Cllr. C. Blackwell, chairman of Manchester Transport Committee, who attacked the present employers' negotiating procedure.



and fares of London Transport as an example of what happened when an organization grew too large.

Ald. J. H. Whitaker, vice-chairman of Todmorden Joint Omnibus Committee, in his presidential address to the Association on Tuesday, joined Cllr. Blackwell in saying that the machinery of the Municipal Passenger Transport Employers' Federation should be reorganized. Like Cllr. Blackwell, he also condemned the fuel tax, which he described as a tax on the poor.

He thought the M.P.T.A.'s activities were inclined to be too varied, and that if they were reduced and more time were devoted to each, the results would be better. There were 11 standing committees, and the M.P.T.A. were represented on about 26 other committees. Some of the redundant committees might with advantage be wound up.

Grouping Would Aid Both Sides

GROUPING of municipal passenger transport undertakings in regions was advocated by Cllr. Blackwell. He said that if the leaders of both sides of the industry would carefully and fairly consider the question, they might find a basis of recommendation to the Minister of Transport.

He argued that there should be flexibility in wages and working conditions to allow prosperous undertakings to share the fruits of achievement among the people who created them. If transport were regionalized there might be less opposition to, and need for, varying rates of pay, because each region would be responsible for its own conditions of work. The money saved in more efficient scheduling, reduced administration and "streamlining" of staff should provide a much better standard for those who remained in the industry.

Cllr. Blackwell defended the action of Birmingham Corporation in breaking away from the Municipal Passenger Transport Employers' Federation. "Only in desperation did they deviate," he said. Birmingham should be taken back by the Federation, if only to hear of its experience since it left the organization.

If the Federation still thought the present policy was the best they should restore the industry to the pre-war position when employees were in the highest grades of the national wages scale.

Cllr. Blackwell claimed that the larger undertakings should be represented in the Federation more nearly in proportion to the numbers of their employees. Any fear that large undertakings might be more readily prepared and able to offer concessions than smaller undertakings was based on wrong premises.

It strengthened the case for group rates or for the adoption of minimum rates of pay in the place of the present uniform scale. Men who contributed to efficiency or did more onerous or difficult work should benefit accordingly. Transport seemed to be the only major industry in which the men were not rewarded for efficiency.

Flexibility Wanted

If it was right that there should be a difference between London and provincial rates, that principle should apply also in large industrial areas having the same problems. It was begging the question to suggest that if conductors could not be recruited, conductresses should be employed. The job was far too strenuous for most women.

Lay members should have at least equal representation to managers on the executive committee of the M.P.T.A., said Cllr. Blackwell, who defended the presence of trade union members as lay representatives. The trade unionist was frequently in an excellent position to

make comparisons and could draw on his experience of labour problems to enable him to reach a fair decision.

One industrial union, instead of the six with whom municipal operators had to deal, would help to reduce lines of demarcation and restrictive practices. This proposal, coupled with the use of incentives wherever practicable, would go a long way towards solving the industry's problems.

Cllr. Blackwell spoke in favour of the closed shop. He defended shop stewards as being generally the best type of workman. Most of them wished to share in the responsibility attached to the undertaking, but some managements regarded moderation in a steward as a sign of weakness and took advantage of it. That type of official was often voted out of office.

The intelligent manager and his immediate staff would try to explain difficulties and assist the stewards on all occasions in the interests of the undertaking and the workpeople. In return, they would receive his respect and goodwill.

Because shop stewards were elected to their positions there was a temptation to pander to irresponsible elements. This situation did not apply to some trade union leaders, who had freedom to act.

"Once parties are agreed on the machinery for the avoidance of disputes,

each of them should strive for its protection and maintenance," he said. "Unfortunately, there are those who only want to use the machinery to suit themselves."

It was useless to attempt constitutional procedure in the final stage when little or no effort had been made earlier. The machine existed to avoid disputes—not to make them—but a close analysis over the years revealed a tendency to use the producer at discriminatory stages.

It was not solely the trade unions' responsibility to educate their members in procedure and the art of negotiation. Employers had a duty to cultivate employees' interest in procedural matters. The time had come to establish within the personnel department a special section for the dissemination of news about working conditions.

Delay in Settlement

The present method of negotiating wage claims in municipal passenger transport was no worse than in other industries, except that there was a tendency to delay, partly to minimize the cost of any settlement. Claims should be settled retrospectively.

If this policy were adopted, relations in the industry would be greatly improved. The need for arbitration would not be obviated, as such tribunals would take the understanding or retro-spection into account when making an award.

Piece work should be applied. Experience in Manchester had shown that the correct method of approach could bring good results. Agreement in industry had now been achieved on the use of the piece work system in workshops.

Starting with the paint shop, and slowly taking section by section, a system of payment by results now covered a steadily increasing part of the undertaking.

Most disputes in the engineering industry over the past 50 years had been caused by piece work. Municipal operators who had adopted this system had planned ahead to keep labour replacement to a strict minimum, thus obviating the need to dispense with men. They were today seeing the results of their wisdom.

Manchester was also making incentive payments to platform staffs, using revenue as the basis of the scheme. It was too early to say whether the experiment had been a success, but it had not been a failure so far as the men and their representatives were concerned. Labour relations had been much better since its introduction.

As tangible recognition of long service, Cllr. Blackwell pleaded for the replacement of the present superannuation scheme by a non-contributory pension.

The Federation would one day have to face the question of who was to be dismissed first when services were reduced to achieve economies. Cllr. Blackwell implied that women should be discharged first.

He deprecated Government interference in wage negotiations, and the refusal of all post-war Governments to reduce the tax on derv. "If the Government really feels that it should interfere with the affairs of the transport industry, it might consider looking at the tax, which is almost crippling," he said.

Discussing Cllr. Blackwell's paper, Mr. W. Vane Morland, vice-president of the International Union of Public Transport, said he had studied labour conditions and

relations on the Continent and farther afield. With few exceptions, British employers and employed had made much greater progress in their relationship. During the recurring trouble on the waterfronts of New Zealand in about 1952, that Government made it obligatory to hold a ballot of all the workers before a strike could commence. This appeared to have operated satisfactorily.

Cllr. S. I. Dyson (Sheffield) asked what was wrong with labour relations in the transport industry. It would be interesting to go to some of the trade union branch meetings to see how certain decisions were reached.

Fear of the Large

Mr. G. A. Cherry (Birkenhead), examining the question of large undertakings versus small, said that two-thirds of those in the M.P.T.A. were running in districts where it was difficult to make services pay, and so the middle-sized towns did not want too much power to be placed in the hands of the large. Shop stewards, on their part, looked on moderation in management as a sign of weakness. Ninety per cent. of management members of the Association had risen from the ranks by their own efforts.

The suggestion of non-contributory pensions came in for comment by Ald. J. Rafferty (Leeds), who said the reason why some Manchester Corporation employees had stayed 20-30 years with that undertaking was that their pension contributions had given them a stake in the industry.

On the matter of the closed shop, Ald. S. P. Hill (Nottingham) said that to secure complete trade union membership was the job of the unions, and not of the employers.

Councils to Run All Stage Services?

MR. MORTON proposed that county councils and some other local authorities should, with the existing bus-operating municipalities, take over all the stage services in the country, including those of London Transport. The local authorities would be allowed to operate contract carriages for traffic originating in their own areas.

A separate body should be set up as part of the British Transport Commission to operate long-distance express services. This unit would be self-contained and controlled, as well as self-supporting. Its profits would be transferred to the Commission.

By these means, Mr. Morton thought, complete public control of bus operation would be assured without nationalization. He argued that people on the spot were most likely to know the needs and appreciate the problems of local stage-carriage operation. The elected representatives of the county council or corporation were well fitted to carry out this task. They were certainly in a far better position to exercise control than a

body operating from London, or indeed, the Traffic Commissioners.

Local authorities already constituted the largest body of stage-carriage operators in the country. They carried four times the total number of passengers handled by the railways. Municipal control of buses was no less efficient than that of nationalized or private undertakings. A municipal undertaking stood on its own feet and was responsible to an elected body.

Staff Taken Over

Under Mr. Morton's scheme, technical and other staff of existing undertakings, whether owned by the B.T.C., B.E.T. or others, would be taken over by local authorities.

"The elaborate, lengthy and costly procedure of the Traffic Commissioners can disappear," he said. "Councils would have monopoly conditions in their own area, and the present licensing system would, therefore, be unnecessary."

"The reduction of fuel tax for public service vehicles only becomes a practical measure. The possibility of misuse of

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Mr. Morton doubted whether nationalized transport was operating on the lines envisaged in 1947. He criticized the appointment of professional soldiers as heads of the B.T.C., British Road Services and British Inland Waterways. "One may take leave to doubt whether the background of the soldier, particularly from the financial and trade union points of view, is an advantage in such a specialized and responsible field," he said.

The major part of the bus industry was, at least nominally, already in public hands. Public capital was responsible for 80 per cent. of the passengers carried, 58 per cent. of the vehicles and 64 per cent. of the mileage.

These figures were, however, deceptive. Although the B.T.C. had substantial holdings in B.E.T., the real power lay in company hands. Moreover, although the Commission held financial control of the B.T.C. companies, the reins remained almost in the same hands as before nationalization.

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Shell Rotella Multigrade Oils

LEADERSHIP IN LUBRICATION

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Mr. Morton doubted whether nationalized transport was operating on the lines envisaged in 1947. He criticized the appointment of professional soldiers as heads of the B.T.C., British Road Services and British Inland Waterways. "One may take leave to doubt whether the background of the soldier, particularly from the financial and trade union points of view, is an advantage in such a specialized and responsible field," he said.

The major part of the bus industry was, at least nominally, already in public hands. Public capital was responsible for 80 per cent. of the passengers carried, 58 per cent. of the vehicles and 64 per cent. of the mileage.

These figures were, however, deceptive. Although the B.T.C. had substantial holdings in B.E.T., the real power lay in company hands. Moreover, although the Commission held financial control of the B.T.C. companies, the reins remained almost in the same hands as before nationalization.

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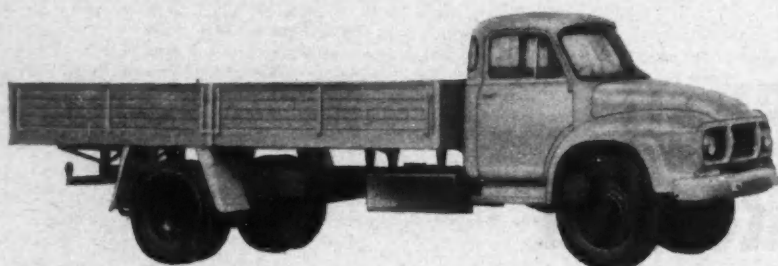
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GOOD YEAR

meets the demands of modern transport

The abortive area scheme for the north-east, put forward in 1949, was well conceived, and was a fair example of what one might expect under a nationalized system, but it was not the best method of dealing with local transport. The rights of the area board to be set up were so few, and the control proposed to be exercised from headquarters was so strict, that it would have been no more than a branch office of a London-based organization.

London Transport "Debunked"

Using the example of London Transport to illustrate the dangers of nationalized stage-carriage operation, Mr. Morton declared: "To begin with, I think we should discount entirely the mysticism with which London Transport sometimes attempts to surround itself. For years, the 'special conditions' of London operation have been quoted as a reason for expensive operation. In fact, the high costs are the natural consequence of over-organization, arising from an operational unit which is far too big for stage-carriage work."

London Transport designed their own buses, which were much more expensive than those bought by other transport undertakings. The justification for them was said to be that, although the initial cost was higher, the vehicles were expected to show savings in maintenance costs. In fact the opposite was the case.

The Chambers report on London Transport in 1955 showed that maintenance costs per vehicle-mile in Manchester were 3.08d., in Glasgow 3.50d., in Birmingham 3.56d., in Liverpool 3.88d. and in London 4.36d. The average for all municipal undertakings was 2.82d.—1½d. a mile less than in London.

On the mileage run by London buses in 1956, that amount represented £2m. a year—twice the sum about which London Transport and the unions were in dispute last May.

False Economy

"Where is the economy in buying dearer buses which also cost more to run?" asked Mr. Morton.

"New" maintenance methods were now being introduced which had been common practice in the provinces for many years.

The bus strike in May had exploded the idea of public control of London Transport. Moreover, political interference manifested itself sharply.

High fares were the greatest contributor to London Transport's shrinking passenger traffic. An analysis of fares charged by the 26 largest municipal operators in England showed that for 3d. the average distance travelled was 1.43 miles, whereas in London it was only 1.07 miles. The corresponding distances travelled for 4d. were 2.23 miles and 1.60 miles; for 5d., 3.08 miles and 2.14 miles; and for 6d., 4.04 miles and 3.22 miles.

There was only one municipality which, like London Transport, had a 3d.

minimum fare, whereas two corporations retained a 1½d. minimum, 2d. charged 2d. and three 2½d. Moreover, London had no intermediate ½d. stages. Despite high fares, London Transport lost £12½m. between 1948 and 1955.

"My only object in dealing with London Transport in this way is to warn our planners that to extend the London method of controlling stage-carriage services to the entire country would be simply creating one huge inefficient and uneconomic machine," said Mr. Morton.

"I might go further and say that London Transport itself should be re-examined. I would suggest breaking down the Executive into four separate operating bodies, each responsible to a board, consisting of local-authority representatives. Each would be completely self-contained, including engineering, and in the form of the largest manageable unit for this kind of transport—about 2,000 vehicles. The services would, of course, operate on a fully co-ordinated basis."

B.E.T. was essentially a profit-making concern, which had a monopoly in various parts of the country. This was not a satisfactory arrangement for a public service.

End of Licensing

Conditions existing up to 1930 necessitated licensing and the establishment of Traffic Commissioners, but they were unnecessary under Mr. Morton's scheme. The high cost of the administrative machine would be avoided.

He pointed to the anomaly under which conductors of motorbuses required licences, whereas trolleybus conductors did not. All local authorities had a system of engagement by selection, and if councils took over all bus services, the licensing of drivers and conductors would become unnecessary.

Mr. Morton claimed also that there would be no need to issue public service vehicle licences and certificates of fitness for vehicles, because local authorities, as responsible bodies, would not run unsatisfactory vehicles.

The need for road service licences would also disappear. Well-established principles of inter-running arrangements should be embodied in formulae with statutory force. Where such formulae did not apply or agreement between local authorities could not be reached, an officer of the Ministry should hold a public inquiry.

Provided that statutory protection were given to stage services, there should be no need for licences for the express services run by the board to be set up under the B.T.C.

Much of the credit for the comparatively small rise in fares since the war was due to the engineers on both the manufacturing and operating sides of the industry. A bus today cost about £4,800 and had a life of 12-20 years, whereas in 1939 the cost was £1,900 and the life about seven years.

Spread over its working span the cost

of a bus was little more today than it was before the war. Moreover, modern vehicles had higher seating capacity, better fuel consumption, increased comfort and other advantages.

Manufacturers should be left to make buses. There should be co-operation by operators with manufacturers, but operators should devote their time and energy to their proper job of running buses. The diverse requirements of operators had produced flexibility of thought and readiness to experiment, which was to be preferred to the dead hand of standardization.

Independent Research Body

Mr. Morton thought the passenger transport industry should have its own body for engineering research and development. The Motor Industry Research Association covered too large a field. A penny from every £1 of revenue of bus operators would raise about £1m. a year, and a research body of this kind, working with the manufacturers, would repay any such expenditure many times over.

Mr. Morton thought the solution of the problem of rural services might be found in the post bus. Such a service could be supplemented by local bus operators at certain periods of the day.

If all stage services were taken over by local authorities, a national wages council, with a national structure, could be set up. Many influential people in the industry thought that hours and conditions of work, even more than the wage rate, had caused the shortage of bus crews since the war.

"The present basic wage for a municipal bus driver is £8 15s. per week," said Mr. Morton. "His work, in effect, has always been on the basis of time study. Agreed running times produce a 'stint' of a certain number of journeys per duty. Taking into consideration his fluctuating hours of work, the driver is a shift worker, virtually on piece work, but paid on day rates."

Tax Depresses Wages

"The tax on fuel oil lies at the root of this problem. The busman's wages are ground between the burden of the tax and the reluctance of operators to raise their fares. It has been said that the London busman has fallen from second to 56th place in the table of industrial wage earners, comparing 1939 with the present. In 1939 the tax was 9d. a gallon; today it is 2s. 6d."

"Without suggesting that all the money released by exemption from fuel tax should be applied to increasing wages, it is significant that the amount of tax paid in Sunderland is the equivalent of over 30s. per week on each employee's wages."

"It is difficult to understand why busmen's wages should be artificially depressed to subsidize State expenditure on anything from health services to nuclear bombs."

Air Springs for Twin In-line Axles

THOUGHT to be the first application in this country of air suspension to a semi-trailer bogie employing twin axles in side-by-side formation, the new layout by Taskers of Andover (1932), Ltd., to be shown on a 15-ton semi-trailer at the Commercial Motor Show is robust and simple.

The short axles are clamped to tubular beams with plain bushed bearings interposed between the two members to allow the axles to oscillate without transferring torsional stresses. Of 5½-in. outside diameter, the tubes of the trailing beams have 3½-in. diameter tubular cross-pieces passed through them and welded in position at their forward ends to form T-shaped structures. A full-width channel-section cross-member is suspended below the main frame of the semi-trailer and braced to it by struts at wheel-centre height at the front of the bogie.

Bolted to this cross-member are two pairs of brackets, each pair fitted with Silenbloc bushes which carry the T members, thus locating them against forces arising from deceleration, acceleration and side thrust, as well as allowing the beams to pivot as the axles rise and fall.

Canister Air Springs

Single canister-type air springs are mounted at the other ends of the trailing beams. As the axle is mounted in the centre of the beam, deflection of the air spring is exactly twice that of the axle.

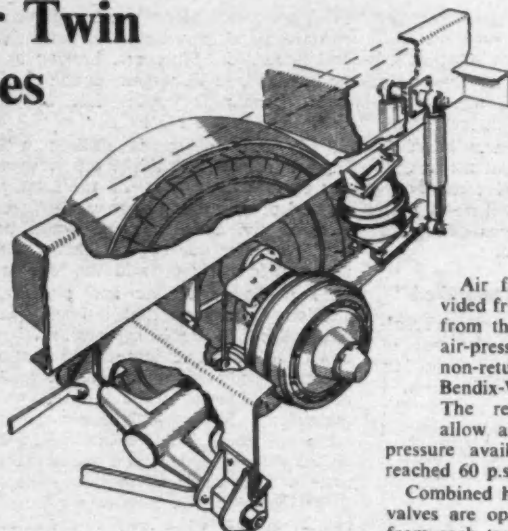
The springs used are supplied by the André Rubber Co., Ltd., and built to a design originating from the General Tire and Rubber Co., of America. Each spring takes the form of a sleeve made of Neoprene, reinforced by nylon cord with beaded edges at top and bottom.

At its top each sleeve is joined to a plate welded to the lower flange of the chassis side member, the beaded edge of the air bag being clamped into a circular channel. A hole in the plate allows for the entry and exit of air while levelling is taking place and a solid annular rubber ring is fitted to the plate as the top half of a bump stop.

The opening at the bottom of the sleeve is clamped to a steel canister attached by two bolts to a platform on the trailing beam. The canister provides additional air capacity for the spring and the rubber sleeve rolls down over it on deflection. A metal gaiter around the main portion of the air bag prevents expansion, maintaining a diameter of 11 in.

Where the bag joins the canister, however, it is not restricted and bulges out to a diameter of 13 in., forming an annular lobe. It is this lobe which rolls down over the canister, thus permitting a change of volume and, in the case of the present Taskers system, giving a frequency of about 100 c.p.m. laden.

Bolted to the bottom of the canister



With the inside wheel removed, this drawing shows the general arrangement of the off-side unit of the Tasker air-suspension bogie. The transverse member is located by rubber bushes.

is a tube carrying a circular platform which, on extreme deflection, contacts the annular ring at the top of the spring as a bump stop.

The springs have a normal set height of 12½ in., with a closed height of 8 in. against the bump stop and a fully extended dimension of 17½ in. in the maximum rebound condition. They operate at an internal pressure of about 60 p.s.i., giving them a direct load-carrying capacity of about 2½ tons each. Their effective capacity is doubled by the geometry of the layout to give the complete bogie a capacity of 11 tons at this pressure.

Air for the suspension is provided from a separate reservoir fed from the tank for the semi-trailer air-pressure braking system through non-return and regulator valves of Bendix-Westinghouse manufacture. The regulator valve is set to allow air to pass only when the pressure available for the brakes has reached 60 p.s.i.

Combined height-control and levelling valves are operated by a linkage taken from each trailing beam forward of the axle. These valves are also supplied by Westinghouse and are set to give direct action without any delay.

Armstrong telescopic dampers mounted in pairs at the extreme end of each trailing beam control the air springs. They have a 12-in stroke and act also as rebound stops for the suspension.

A notable feature of the straight-frame semi-trailer to which the bogie will be fitted is the incorporation of the new Bendix-Westinghouse magnetic braking system, designed to synchronize tractor and semi-trailer braking and eliminate delay. It was described in *The Commercial Motor* on August 15.

Jensen Introduce Tempo Range

TO be manufactured in this country by Jensen Motors, Ltd., West Bromwich, Staffs, under licence from the Tempowerk Co., Hamburg, a range of five Jensen-Tempo 1500 front-wheel-drive models of 25-cwt. capacity will be exhibited at Earls Court by the British concern. Design of the vehicles is in accordance with the standard specifications of the German models, which have been marketed in Continental countries for a number of years.

The vehicle is powered by the B.M.C. B-series engine, developing 52 b.h.p. at 4,000 r.p.m., which is also fitted to the German counterpart. Located longitudinally under the front seat, the engine is in unit with a ZF combined four-speed synchromesh gearbox and differential, from which the torque is transmitted through propeller shafts with constant-velocity joints to the independently sprung wheels.

An overdrive of 0.97 to 1 and a third speed ratio of 1.58 to 1 are provided by the gearbox, whilst the second and first ratios are 2.72 to 1 and 4.9 to 1 respectively. The final drive ratio is 5.6 to 1.

A transverse leaf spring is employed

for the front suspension in conjunction with wide-angle lower wishbone members and ball-jointed king pins. Standard chassis construction is based on two main tubular members which lie outside the power unit assembly at the front and are angled inwards at the rear to form a backbone member. Channel-section outriggers are used for supporting the body. Swinging-axle independent rear-suspension members are employed, having hub-mounted coil springs and radius rods.

Elevating Truck

A modified form of chassis construction and rear suspension is employed for the elevator truck, the features of which are similar to those of the Tempo-Ruthmann vehicle. Frame members and suspension units of this model are designed to give a free space in the centre of the chassis behind the cab, so that the full-length platform may be lowered from its normal height of 4 ft. 3 in. to ground level.

Each rear main member comprises two tubular sections located longitudinally to form the side framing of the body, and these are welded to the tubular side



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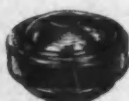


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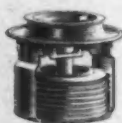
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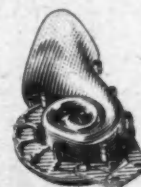
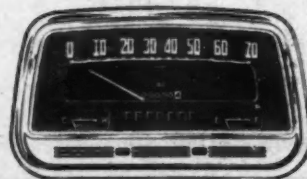
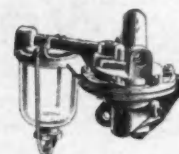


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AC-DELCO, DIVISION OF GENERAL MOTORS LIMITED, DUNSTABLE, SOUTHAMPTON AND LIVERPOOL.

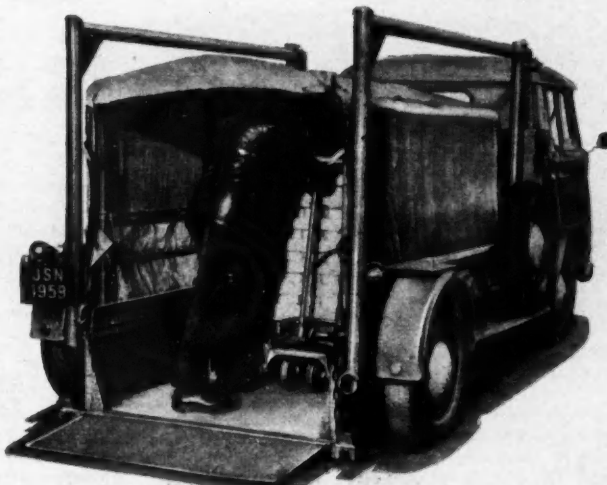
structures in which the cable-type elevating mechanism is housed. The platform is raised by a power-operated hydraulic system. Suspension units are of the trailing-arm type with coil springs.

Details common to all chassis include Girling hydraulic brakes with 11-in. by 2½-in. drums, worm-and-peg steering, pressed-steel wheels equipped with 6.50 by 16 tyres, a 9-gal. fuel tank and a 12-volt electrical system.

Show models based on standard chassis comprise a 13-14-seat bus, a six-seat crew-cab lorry, a low-loading platform vehicle, and an hydraulically operated tower wagon. The wheelbase of the standard vehicles is 9 ft. 10 in.

The cab of the crew truck has four doors and is equipped with two bench seats. A short drop-sided body is fitted behind the cab and if the crew numbers fewer than four, additional goods space can be provided by removal of the rear seat.

In this version of the Jensen Tempo the floor can be lowered and raised hydraulically, thus enabling it to be loaded by pallet truck at ground level. The B.M.C. B. series engine is installed.



Duramin Go In for Bulk

SPECIALISTS in the fabrication of light-alloy bodies and containers for nearly 40 years, the Duramin Engineering Co., Ltd., celebrated the formal opening of their new premises at Stonefield Way, Ruislip, Middx, on Tuesday. The factory is built on the most modern lines and will have a much larger productive capacity than the company's former premises at Park Royal. A somewhat smaller factory is already operated at Lydney, Glos.

Visitors to the opening ceremony were able to see the technique pioneered by the company in light-alloy vehicle construction. Recent models were displayed (some destined for the Commercial Motor Show).

Of the Show models, two tipping bodies, on A.E.C. Mammoth Major eight-wheeled and Maudslay Mercury chassis, were particularly interesting. The A.E.C. version, of 17-cu.-yd. capacity, was one of a repeat order from the Tunnel Portland Cement Co., Ltd., replacing nine similar bodies built 10 years ago. These have

carried nearly 3m. tons of limestone over close on 3m. miles.

The body of the Maudslay, designed to carry coal and coke, is 13 ft. 6 in. long and has a capacity of 12½ cu. yd. For sheer bulk, two tippers of 35-cu.-yd. capacity were, perhaps, even more impressive. Supplied to the South Eastern Gas Board, they are the largest of the type to have been built by Duramin. They are mounted on Foden eight-wheeled chassis and have Pilot tipping gear.

Other current work on its way through the shops included a number of cabs in

light alloy for British Road Services and Tunnel Cement, and a 740-cu.-ft. dual-purpose (bag or bulk) fertilizer container on a Leyland eight-wheeler. This has a special, anti-corrosive finish and quick-discharge chutes in the floor.

Perhaps the most massive of the Show exhibits was an insulated van body on a Crane 15-ton tandem-axle trailer, built to carry Lyons ice-cream. The body is continuously refrigerated by Frigidaire equipment and is insulated with 6 in. of expanded polystyrene. It is designed to maintain 0° F. under normal British summer conditions. It will be displayed in the demonstration park at Earls Court.

Hydraulic Springing in New Dumper

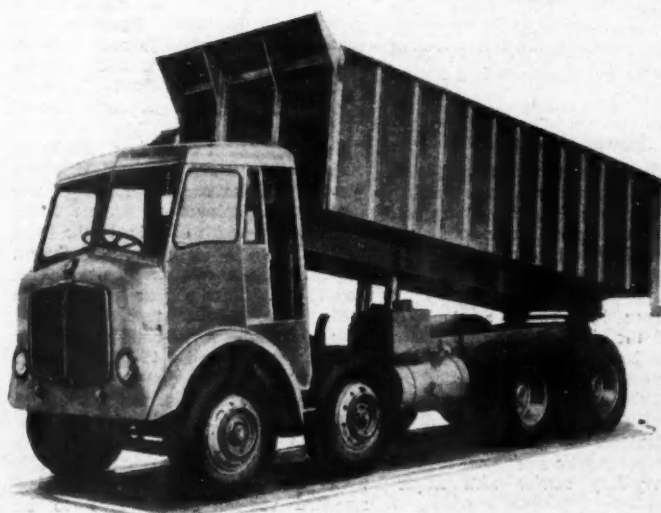
USING Hydrair piston-type suspension units, the Le Tourneau-Westinghouse Co., of America, have produced a 32-ton dump truck with improved off-road performance and a high degree of manoeuvrability. The new vehicle is a

four-wheeler with a wheelbase of only 10 ft. 9 in., making the complete dumper some 45 ft. shorter than conventional American six-wheeled dumpers of the same capacity. Independent front-wheel suspension is employed. Because of the short wheelbase and the type of suspension unit, the turning circle is only 43 ft., a 45° lock being given.

An advantage of the height-compensating suspension is that the body slope remains constant irrespective of the loading, thus the centre of gravity is always low and stability remains high.

The dumper has a front-end ground clearance of

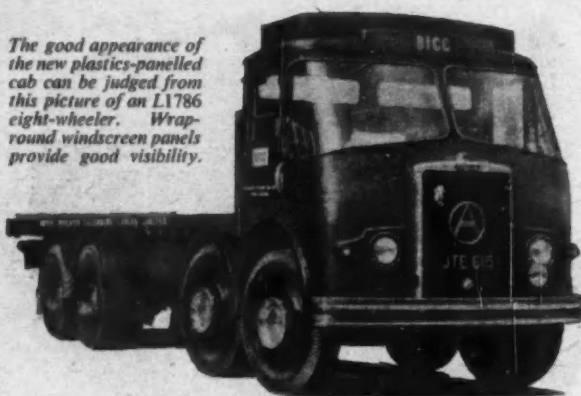
This A.E.C. Mammoth Major tipper is one of a replacement order for nine placed by the Tunnel Portland Cement Co., Ltd., with Duramin Engineering Co., Ltd. In 10 years, each of the original vehicles has covered an average of more than 300,000 miles and has hauled over 300,000 tons of limestone.



2 ft. because of the absence of a conventional beam axle, and a double-reduction rear axle is used. The axle is located in the chassis by a large ball joint ahead of the pinion housing and a pin behind the axle which slides in vertical guides.

The Hydrair suspension units consist of pistons connected directly to the axles and working inside frame-mounted cylinders. The suspension medium is oil in an atmosphere of inert nitrogen.

The good appearance of the new plastics-panelled cab can be judged from this picture of an L1786 eight-wheeler. Wrap-round windscreen panels provide good visibility.



New Dumper and Tractor Added to Atkinson Range

More Powerful Engines and Improved Braking Mark Design Trends in Heavy-vehicle Makers' Range: Wider Radiators Enhance Appearance

GENERAL design trends indicated by the range of models to be shown at Earls Court by Atkinson Vehicles, Ltd., Walton-le-Dale, Preston, include the use of more powerful engines and improved braking systems, and in a number of cases the type of gearbox employed is of special interest. A six-wheeled dumper represents an entirely new model, and a four-wheeled 11-ton tractor is another notable addition to the company's standard products. Representing a new project for the concern, a de luxe cab will be exhibited having plastics panelling.

Known as the DT1366CA, the six-

A David Brown 557 five-speed gearbox is fitted to the new ST1045 11-ton tractor, designed for Scammell automatic coupling gear. The 16-in. clutch has a slipping torque of 510 lb.-ft.

8½-in. centres giving a final-reduction ratio of 8.25 to 1. Alternative ratios are available.

The single rear wheels carry Michelin X 14.00 by 20 20-ply tyres, whilst similar 11.00 by 22 14-ply covers are fitted to the front wheels. An air-pressure dual-braking system is employed which is supplied by an engine-mounted compressor, the brakes of the front wheels and the twin rear wheels being operated by separate air circuits. A generous brake-facing area is provided by 16½-in. by 4-in. drums at the front and rear drums of 16½ in. by 6 in.

Based on a conventional drop-frame type of chassis, the ST1045 11-ton tractor is essentially a new model designed for a Scammell automatic coupling. This will be a Mark 2 vacuum-operated unit.

A relatively high power output for this type of vehicle is provided by a Gardner 5LW unit, which develops 94 b.h.p. at



wheeled dumper is similar to a 12-cu.-yd. model developed for South African Railways, of which 47 have been exported. This vehicle will be shown equipped with a Cummins HU-6B oil engine developing 158 b.h.p. at 1,800 r.p.m. and a torque of 490 lb.-ft. at 1,250 r.p.m., but will be available with a Gardner 6LX 150-b.h.p. engine or a Rolls-Royce C.6NFL unit. The Rolls-Royce produces 200 b.h.p. at 2,100 r.p.m.

Outstanding features of the Cummins engine include four-valve cylinder heads and a pressure-time fuel-injection system. It is a naturally aspirated six-cylindrical unit with a bore of 124 mm. and a stroke of 152 mm.

Power is transmitted through an 18-in. single-dry-plate clutch to a ZF six-speed gearbox which provides a direct top gear and a bottom gear ratio of 8.98 to 1. The high torque rating of the gearbox is ample for the increased output of the Rolls-Royce engine, and the range of ratios enables a "crawling speed" bottom gear to be employed without sacrificing performance at higher road speeds or necessitating the use of an auxiliary box. In standard form the gearbox is of the constant-mesh type; an all-synchromesh unit is also available.

From the gearbox, the drive is transmitted through a propeller shaft with Hardy-Spicer universal joints to both rear axles, which are of the worm type with

A particularly robust chassis frame is based on 14-in. by 6-in. joist-section main members, which give a flat mounting surface to the rear of the engine bulkhead. Approximately 21 ft. 1 in. in length, the chassis has an overall width of 7 ft. 5½ in. A heavy-duty front bumper is equipped with a towing bar, and there is a towing jaw at the rear.

Power Steering

Other chassis components include a Marles continuous-flow power-steering system of the integral type and a 54-gal. fuel tank. A 24-volt double-pole electrical system is used in conjunction with high-capacity batteries carried in side crates.

A one-man half-cab is a standard feature of the dumper and the Show vehicle will be equipped with a conventional all-steel dumper body operated by twin hydraulic rams. The chassis is available with twin rear wheels and is readily adaptable to the mounting of cranes or other mobile equipment requiring a heavy-duty carrier with ample power.

1,700 r.p.m. and a torque of 300 lb.-ft. at 1,300 r.p.m. Performance of the vehicle is further enhanced by the use of a David Brown 557 five-speed gearbox giving an overdrive ratio of 0.77 to 1 and a bottom gear ratio of 6.06 to 1. Power is transmitted to the gearbox through a 16-in. single dry-plate clutch, the slipping torque of which is 510 lb.-ft. A 14½-in. Kirkstall hypoid rear axle has a ratio of 5.83 to 1.

Tyre equipment comprises 7.50 by 20 10-ply covers, which are fitted to all the wheels. Vacuum servo-assisted hydraulic brakes are employed to actuate brake shoes with a width of 3 in. in the front drums and of 6 in. in the rear drums, respective drum diameters being 16 in. and 15½ in. Steering gear is the Marles cam-and-double-roller type, and other details include a 24-volt double-pole electrical system and a 45-gal. fuel tank. Approximate chassis dimensions include a length of 14 ft. 6 in. and a width of 7 ft. 2½ in. It is claimed that the L1786XA eight-wheeled chassis, to be shown fitted with maximum-capacity tipper body, is the first load-carrying standard vehicle of its type to be

equipped with a fluid flywheel and semi-automatic gearbox. This should be a boon to many tipper operators engaged on rough site work, to whom the performance and reliability of the transmission components is of major importance.

The chassis is powered by a Gardner 6LX oil engine, and torque is transmitted from the fluid flywheel to a Self Changing Gears RV.38 air-pressure-operated epicyclic five-speed gearbox and to twin driving axles of the worm type. The final-drive units have 8½-in. centres and provide a reduction of 6½ to 1. An engine-mounted compressor is used for operation of 16½-in. by 4-in. front brakes and 16½-in. by 6-in. rear brakes. Both front and rear wheels are equipped with Michelin X 900 by 20 covers.

A buzzer is incorporated in the system which gives warning of reduced air pressure. Air operation is also employed in the windscreen wipers.

This vehicle is equipped with the concern's de luxe cab, which is produced in the workshops and comprises glass-fibre panels mounted on a composite hardwood and metal framework, the timber being pre-treated with Cuprinol. The cab is built in five main sections; these include two near-side and two off-side units and a roof section, the wings being formed in two parts integral with the vertical sections. Steel reinforcing members include two wheel-arch brackets and two corner truss plates.

Integral Headboard

Two layers of chop strand mat are employed for the panelling, reinforced with two extra layers at highly stressed points. The roof is reinforced with longitudinal ribs of plastics moulded to the panel. A headboard is formed in the roof section and if required can be glazed to protect the nameplate of the operator and illuminated by a separate lighting circuit. The windscreen is of the full wrap-round type and provides a total glazed area of 17½ sq. ft., whilst another feature aiding visibility is the use of twin screen wipers, the near-side wiper being mounted on the lower side of the glazing. This gives the driver an improved view of the kerb in rainy weather.

Standard cab equipment includes a heater fitted with a four-duct demister system and seats upholstered in Tygan having Dunlopillo cushions.

An increased output is also provided by the Gardner 6LX engine in the case of the L1786TA eight-wheeled chassis having a trailing axle, which will be shown fitted with a 3,500-gal. twin-compartment stainless-steel tank. This vehicle is equipped with an air-pressure braking system, and the cab is of the de luxe type.

The cab will be shown sectioned in the case of an L1786 standard eight-wheeler, together with a sectioned platform body. Power is provided by a Gardner 6LX engine, and new features include a Hydrovac power-operated braking system, which is also fitted to the L1786T eight-wheeled trailing-axle chassis. The latter is powered by a Gardner 6LW engine. Both models are equipped with the de luxe cab.

Fully described in the March 7 issue of



Developed for South African Railways, the 12-cu.-yd. dumper chassis normally has a Cummins engine, but a Gardner or Rolls-Royce unit may be specified.

The Commercial Motor, the DT745 four-wheeled dumper is powered by a Gardner 5LW engine and will be shown carrying a 5-6-cu.-yd. scow-ended body. Features of the vehicle include Marles power steering, a Hydrovac braking system and a spiral bevel double-helical rear axle.

Largest vehicle on the Atkinson stand will be the Omega 6 x 6 tractor (*The Commercial Motor*, November 15, 1957), designed for desert operations in Saudi Arabia. Reports from that country show that the Rolls-Royce C.6NFL 250-b.h.p. oil engine, in conjunction with a Self Changing Gears eight-speed epicyclic gearbox, is providing a fuel consumption of 4.3 m.p.g. under unfavourable desert conditions. This represents a saving of 40 per cent. compared with the consumption of other vehicles of the same capacity, and affords a substantial increase in the payload that can be carried when long runs are entailed.

Although designed as a tractor, the Omega chassis is admirably suited for carrying dumper bodies up to 24-cu.-yd. capacity and could be produced as a 6 x 6 or 6 x 4 vehicle. It is available with a Cummins N.R.T.O. turbocharged

oil engine developing 335 b.h.p. at 2,100 r.p.m. and a torque of 900 lb.-ft. at 1,500 r.p.m.

All the standard vehicles shown incorporate front brake drums giving a larger facing area than that provided by their predecessors. Radiators of increased width are employed throughout the range, which is a favourable feature with regard to appearance and has enabled cooling capacity to be increased for a given number of tubes; cores containing 30, 60, or 90 tubes may be specified. Multi-wheelers in the range are normally equipped with the standard type of four-spring bogie but are available with the Kirkstall fully articulated bogie for off-the-road work.

A notable detail of those chassis fitted with Gardner 6LX engines in unit with the gearbox is the use of Metacore double-pad mounting feet. These are bolted to both the engine and gearbox.

A T746 7-ton four-wheeled tractor will be shown in the demonstration park at Earls Court. This is powered by a Gardner 6LX oil engine and is equipped with a double-reduction spiral-bevel rear axle.

Many New Uses for Land-Rover

AN articulated outfit, a drum-and-cable winch with hydrostatic operation, a hydraulically actuated three-point lifting linkage, and a bulldozer attachment based on a detachable sub-frame, are some of the latest developments in the Land-Rover announced this week.

The three-point linkage enables the Land-Rover to be employed for light pile driving, grass cutting, cement mixing and so on. It can also be used for certain kinds of fertilizer distribution, and as a tractor for spring tine harrows and similar implements.

A manually controlled hydraulic pump can be supplied to raise the linkage, or it may be operated by an independent removable "pack" comprising an electric motor and hydraulic pump, fluid reservoir and valve assembly. The engine-driven hydraulic pump and oil motor of the winch mechanism are available for other applications.

These are some of the features of about 35 vehicles to be demonstrated by the Rover Co., Ltd., at Seagrave Road, London, S.W.6, during the Commercial Motor Show.

Mobile equipment on show at the

depot will include electric generator sets, which enable the vehicle to be employed as a travelling workshop or as a source of power for bench tools or electrically driven agricultural implements. An ambulance and a standard Land-Rover with a comprehensive range of lubrication equipment, a radio-transmitting set and a hydraulically controlled tower will be other exhibits.

A 10-seat version of the long-wheelbase station wagon is a new model to be shown at Earls Court. It has sliding windows at the rear, a padded cant-rail and a spare wheel mounted on the rear door. The seats can be arranged to give additional goods space.

Another novelty will be a fire tender with truck-type cab and a Rover 15/60 demountable gas-turbine driving a 500 g.p.m. water pump.

The compression ratio of the Rover 2-litre 52-b.h.p. oil engine has been increased from 19½ to 22½ to 1 to promote quiet and smooth running by reducing ignition lag. Although injection timing has been retarded by 1°, performance has not been impaired. The pistons now have simple trough-type cavities.

Planning for Profit



This three-deck cattle container, mounted on a Leyland Steer chassis, can carry up to 300 lambs or 200 sheep. Operated by Mr. F. R. Turner, of Syreham livestock farms, the vehicle has a body constructed in wood and 24 ft. long. It is being employed to transport loads of 150 bacon pigs for distribution over a wide area.

Cattle Haulage Exacting and Expensive

Comprehensive Rates Schedules Tend to Apply to This Highly Specialized Class of Traffic

AGRICULTURAL traffic of all kinds invariably needs particular attention from the haulier. When collection or delivery is being made the haulier is expected to know almost as much as the farmer himself about such matters as spring sowing or harvesting. Of all agricultural traffic, the carriage of livestock is probably the most exacting in this respect, because the operator must understand the habits of the animals he transports. Moreover, in addition to the regulations which generally apply to the use of goods vehicles, he must be familiar with the additional regulations governing the transit of animals.

Although much of the traffic now goes by road, a legacy from the days when the railways provided severe competition remains in the tendency for comprehensive rates schedules to be put into operation, if not exactly agreed upon, between the haulier and the producer or such organizations as the Fatstock Marketing Corporation.

Sheep Distribution

Whilst there may be a need for the movement of some livestock of all types in most counties, the chief forwarding areas for beef and dairy cattle are the West Country, Wales and Ireland, and south-west and north-east Scotland. The distribution of sheep is more widely spread and transport is required from southern England and East Anglia in addition to Wales, the Border counties and Ireland.

Store cattle require to be transported in large numbers for grazing largely in East Anglia and the Midlands. Because of the large quantities and the lower value of this particular class of livestock, greater competition from the railways is experienced. Subsequently, of course, there is the corresponding return traffic of fatstock from the grazing areas to either market or slaughterhouse.

Similarly, pigs are sent from producing areas, such as the south-western and eastern counties of England, for curing. In the spring and autumn much valuable traffic results from the special sale of livestock, such as breeding sheep, pedigree bulls and heifers.

This traffic necessitates comparatively short hauls of about 25-30 miles' radius between farm and local cattle markets, and longer journeys with the more valuable animals to special sales. Whilst it is natural for the local livestock carrier to provide for the needs of the market within his own area, the supply of transport for the larger sales is more specialized. Such sales may be limited to particular kinds of animal or even certain breeds and have an established national reputation. As a result,

buyers may be drawn from all parts of the country and subsequently demand a correspondingly wide transport service for their purchases.

Particularly in post-war years, road transport has been able to offer improvements in service for livestock because of the notable progress that has been made in the design of bodywork and containers. The road operator has been placed in an even more favourable position in competition with the railways, particularly as rail transit must inevitably involve some shunting, however straightforward the journey.

Compared with either standard platform bodies or vans, the extra cost of vehicles designed for the conveyance of livestock must be reflected in the rates charged if the traffic is to prove profitable. To withstand rough treatment, and provide additional resistance to acids, heavy woods have traditionally been employed. More recently, however, light-alloy bodies have been produced, which, it is claimed, will meet the same requirements at a lower weight.

Because of the possibility of injury to animals during their conveyance, regulations are enforced by the Transit of Animals (Amendment) Order which control the construction of vehicles used for the movement of animals and the conditions that must be complied with en route.

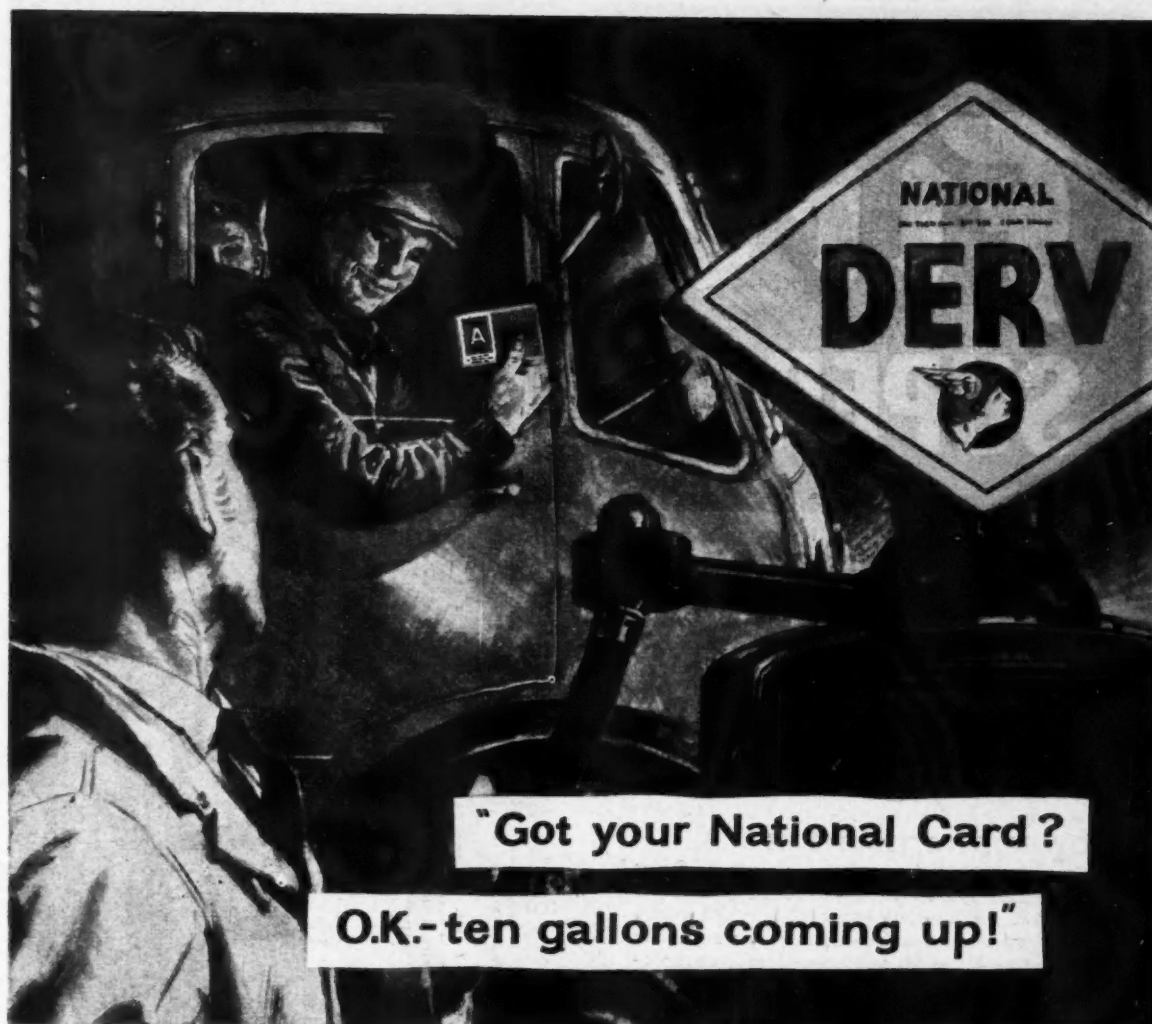
A fixed roof must be provided, or be available when the weather requires it. Its use is compulsory when sheep which have been shorn within the preceding 60 days are being conveyed between November 1 and April 30.

Weight Variation

It is not possible to state the average number of animals which could be carried by any particular vehicle, because of the great variation not only in breeds but also in the weight of the same animal at different periods. As a generalization, store cattle may weigh 6-8 cwt. each, calves or pigs 80-90 lb., sheep 40-45 lb., and lambs about half that amount.

Weight alone would not, of course, be the only determining factor in calculating the most appropriate size of vehicle. Again with reservation, a small lorry might carry either five horses or eight cattle, 32 sheep or 24 pigs. The corresponding figures for a larger vehicle could be nine horses, 12 cattle, 50 sheep or 36 pigs. Where, however, a double-deck container or body is employed, the quantity of sheep would be approximately doubled.

The speed of road transport can have advantages in addition to the general welfare of the animals. It is obviously of benefit to dealers to be able to buy cattle in a market one day



That's the arrangement that operators welcome. Drivers can refuel at any of the nation-wide National Benzole agency sites, by presenting a National Derv authority card.

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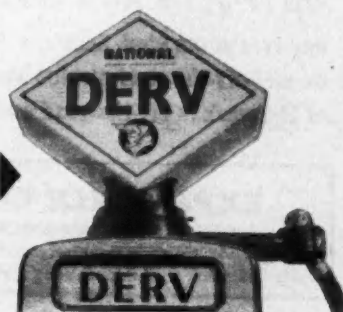
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any tyre of its kind. Specially designed for on-and-off-the-road service where a large part of the work is off-the-road and particularly severe.

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44 Factories throughout the world.
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and sell them in another market the following day. In those circumstances a day's delay could mean having to wait for the following week's market, or selling in another market where potential prices were considered to be not so favourable.

Moreover, when delays occur, the expense of watering and feeding the animals has to be met. Coupled to such additional expense, delays to livestock en route may well cause the animals to lose weight and so lower the selling price.

The standard of service demanded in livestock haulage is very high and, particularly where sales are concerned, it is essential that they be delivered on time. For example, if a cow and calf were being delivered to market, it is imperative that they should arrive before the auctioneer is dealing with that class of animal. If the vehicle arrives too late, not only would the cow and calf probably have to be taken back again, but even if a suitable market were held the following day, the cow might well be below its prime and fetch a much lower price than its original market value.

Difficulties can sometimes arise in scheduling successive days' journeys because of the variation in the time at which different markets open. The hours worked on any day may not be excessive, but because of a late opening at a market, vehicles are correspondingly late returning to depot. Some form of double-shifting of drivers may be necessary if the market the following day happens to open early.

Where the livestock haulier is collecting animals for market in his own area, he may be able to make up the load from traffic offered by two or three small farms. If, however, the mileage is very small this may not be possible and note should be taken when quoting rates to allow for part-loads.

As an example of the operating cost for this type of vehicle, an appropriate chassis on which to base the calculation would be the 7-ton platform oiler at a price of, say, £1,700. Allowing £600 for a livestock container, the total price would be £2,300. As such containers used solely for carrying livestock are not included in the taxable rate of the vehicle, the unladen weight for tax purposes would remain around 3½ tons, with a resulting annual duty of £38 15s., or 15s. 6d. per week.

Wages for the driver of this size of vehicle are calculated

at £9 6s. 3d., which includes allowance for insurance contributions and holidays with pay. Rent and rates are assessed at 11s. per week and insurance at £2 8s., based on an annual premium of £120. Interest adds a further £1 7s. 7d., making the total standing cost for the week £14 8s. 4d.

Assuming the operator buys his fuel in bulk, this item of running cost is reckoned at 3.29d. per mile, with a fuel-consumption rate of 14 m.p.g. Lubricants add a further 0.25d. per mile, whilst a set of tyres is estimated to cost £220. With a mileage life of 30,000, this would give a cost per mile of 1.76d.

Maintenance cost will be higher than that of a standard vehicle, as the animals, as well as being particularly susceptible to injury, could themselves damage the vehicle. Although only the best timber is used in vehicles constructed to his own specification, a large livestock haulier tells me that the average life of a floor would be only about two years, whilst the remainder of the bodywork needs constant attention. To an average maintenance cost per mile of 2.13d. for a standard platform vehicle of this category, a further 1d. is added to meet these exceptional body repairs, making the total figure 3.13d. per mile.

To arrive at the cost of depreciation, it is first necessary to deduct the price of an initial set of tyres, as this item has already been accounted as a running cost. Allowing £280 as the ultimate residual value, a balance of £1,800 remains to be depreciated. If 600 miles per week were averaged, the annual mileage would be 30,000, or 150,000 over five years. Assuming this to be the period at which replacement was contemplated, the depreciation cost per mile would be 2.88d. The total of these five items of running costs is thus 11.13d. per mile.

Again allowing for an average of 600 miles per week, standing costs per mile will amount to 5.77d., which, when added to the running cost of 11.13d. per mile, gives a total operating cost of 17.08d. per mile. Before charges could be formulated, establishment costs peculiar to each operator would have to be added, along with a profit margin. Finally, to meet customers' probable requirements, a charge per head for each class of animal could then be given, based on experience in the loading capacity of the vehicle. S.B.

Bird's Eye View

AS I read the paper by Mr. Norman Morton, general manager of Sunderland Transport Department, on the virtues of the people's elected representatives as bus operators, I recalled the occasion when a general manager asked me whether I knew of anyone who wanted to buy 20 new buses. They had been standing in the garage for a year without turning a wheel.

When the system was changed over from trams to buses, he told me, he was asked by the transport committee to submit an estimate of the number of buses required. They disputed his figure and arbitrarily increased it by 20. Did the ratepayers ever discover that about £80,000 of their money had been poured down the drain by their elected representatives? And, if they had, what could they have done to get their money back?

Down to Earth

HOW many municipal general managers hold public service vehicle drivers' licences or are able to drive a bus? Mr. Morton is probably in the minority in doing so. Two years ago he worked for a fortnight as a driver to find out why staff were scarce.

He worked an early turn one week and a late turn the next. His earliest starting time was 4.45 a.m. and his latest finishing time 11.54 p.m. In the first week he worked 49.35 hours and as a regular driver would have drawn £9 7s. 1d. For the second week of 51.27 hours he would have been paid £9 18s. 2d. He believes he now knows why labour is difficult to find.

General Allergy

IN his address to the Municipal Passenger Transport Association on Wednesday, Mr. Morton cheerfully attacked the appointment of generals to the controlling posts in the British Transport Commission, British Road Services (which he still believes to be the Road Haulage Executive) and British

All is Not Gold

Inland Waterways. He doubted whether a soldier's background was an advantage in such a specialized field, particularly in dealing with trade unions and finance.

Perhaps he would make an exception in the case of Maj.-Gen. G. A. Bond, who, after a lifetime of service in military transport, has been appointed transport officer of the South-Eastern Gas Board. Until his retirement three months ago he was Inspector of the Royal Army Service Corps and second in the hierarchy of the R.A.S.C.

Free as Air

NO matter how skilfully the Road Haulage Association may use their fund for advertising free-enterprise road haulage, there is one medium that will be closed to them—the B.B.C. Not so with the British Transport Commission, however, as Home Service listeners discovered last week.

Describing how he had bought an immobile traction engine, a speaker explained the way it was moved from a farm to his home. "None of the local hauliers could do it," he related, "so it fell to British Road Services."

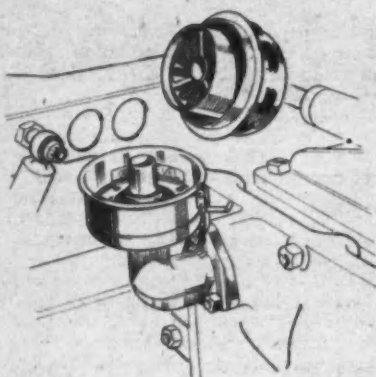
The B.T.C. publicity staff must have rubbed their hands in glee to find that the B.B.C. were willing to pass this "plug" in a prepared talk.

Crestfallen

I FORESEE national implications in a request by Mr. Peter Hands, a dustman, to Kiveton Park Rural District Council, for permission to wear their crest on his new blazer. As he was never in the Forces he cannot wear a regimental badge, and his old school did not have a crest. The council are taking a month to think over the matter.

If they refuse, the stage will be set for a new phase in class warfare, with vermin in ermine and pests in crests exchanging wordy abuse—and 'Bevan in 'eaven.

Detail Improvements in Worldmaster Series



An oil-bath filter is used in the engine breather on current Leyland Royal Tiger Worldmaster engines. This replaces the outlet in the air-intake duct formerly employed.

ONE of the Leyland exhibits at the Commercial Motor Show will be a Royal Tiger Worldmaster LCRTL1 left-hand-drive 18-ft.-wheelbase chassis incorporating a number of detail improvements which have been made to the model since its introduction some four years ago. All are a direct result of operating experience, and it is significant that none of them is of a major nature.

Working from the front of the chassis backwards, the first design change to be noted is that the fan-drive gearbox has been dust-proofed by using double-lip seals for the input and output flanges, with fingers in the couplings to throw off water.

Increasing Operational Efficiency

The dynamo mounting has been changed to incorporate two separate plates with eccentric screws which permit the dynamo alignment to be adjusted and so reduce drive-line wear. All Worldmasters now have a six-bladed fan.

A large Cooper oil-bath air cleaner conforming to the B.S.I. Grade A specification has been adopted. As before, the air-cleaner intake is ducted from the front of the chassis, but the engine breather is not now led into this duct, a separate oil-bath filter unit being employed. This eliminates the possibility of oil fumes in the air duct causing a sludge trap which would obstruct engine breathing. The gearbox and axle breathers are taken from this duct as before.

The cooling system has been drastically modified, and is now pressurized with a "no-loss" tank. The engine cooling is of the series-flow type, the water passing into the block and then to the cylinder heads. There are two outlet pipes from the forward head, one being the normal by-pass pipe for use when the thermostat is shut, and the second pipe to ensure that a large quantity of water is always circulating around the block and head.

The second pipe is to prevent the highest temperature differential through the engine exceeding 5° F. A 165° F. thermostat is employed to give an ample

cooling margin and to ensure that in cold climates the body heaters work at full efficiency.

A 10-in.-diameter viscous vibration damper is employed at the front of the crankshaft in place of the rubber-bonded type formerly employed, and behind this there is a double-lip seal similar to those fitted to the fan-drive gearbox.

Twin paper-element fuel filters are standard on the engine, and the C.A.V. injection pump incorporates an excess-fuel baulking device which ensures that excess fuel delivery cannot be obtained

● Because of acute pressure on space it has been necessary to hold over the review of new patents which normally occupies this page.

when the engine is running. The control for this device is a knob adjacent to the oil-filter pipe, and it cannot be operated from the driving seat.

The air-pressure-system safety valve has been mounted on the air compressor, instead of on the reservoir, so that pressure cannot build up in the lines from the compressor, thus protecting the whole pressure system.

A Purolator oil filter is incorporated in the lubrication system of the Pneumo-Cyclic gearbox, the front and rear mountings of which have been improved in the interests of longevity. The rear-spring rear hanger brackets also have been redesigned to give greater strength at this point, and a secondary exhaust silencer has been introduced behind the main silencer, with the object of reducing "exhaust roar."

Plaxton Consort Restyled

WITH exterior lines fully in keeping with contemporary styling, a new 41-seat luxury coach body by Plaxtons (Scarborough), Ltd., is to be seen for the first time in the demonstration park at Earls Court during the Commercial Motor Show. Two versions will be exhibited, on A.E.C. Reliance and Leyland Cub chassis respectively.

Known as the Consort IV, the body has a large wrap-round fixed windscreen. Light-alloy composite construction is employed with the exterior roof and side panelling in aluminium. The front dome has a large Perspex panel above the windscreen.

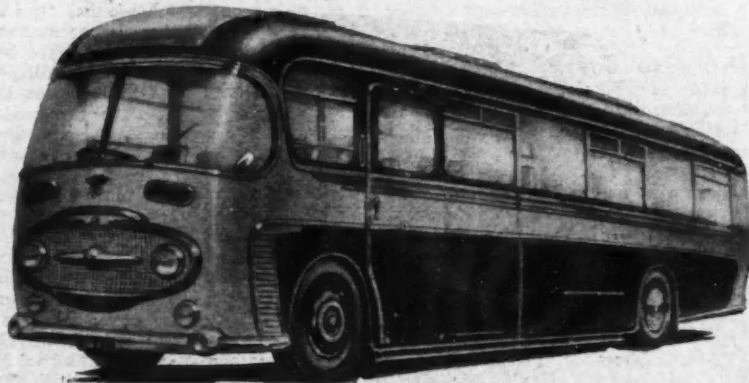
Reinforced plastics are embodied in the corner panels and rear dome, the joints protected by rust-proof mouldings. There are three lift-up ventilators in the front of the roof and another at the rear. The toughened glass windows have top-

sliding ventilators and panel cavities are additionally ventilated to avoid condensation.

The A.E.C. version has a central sliding door and the Leyland a front entrance. An emergency door is located behind the off-side rear wheel-arch.

Luxury seating, with Dunlopillo fillings and moquette upholstery, is provided, as are ash trays, grab handles and foot rests. Plastics materials, toning with polished wooden mouldings, are part of the interior trim. Sponge-backed rubber flooring covers gangway and entrance. Interior parcel racks are supplemented by a 110-cu.-ft. rear locker.

Standard equipment includes twin destination frames below the windscreen, illuminated name and registration-number frame in the rear waist panel, flashing direction indicators, chromium-plated bumpers and twin windscreen wipers.



The Plaxton Consort IV 41-seat coach body on a Commer chassis. The large wrap-round windscreen is notable.

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Take a chassis frame 12 in. deep. Suspend the body on 4 in. wide springs. Choose from a wide range of diesel engines and gear boxes. Specify power steering, dual air brakes, third differential for good measure! Add the most advanced cab in Europe, and there's the basis of the new Guy Invincibles. Four, six or eight wheelers. Built to forge ahead on the world's trunk roads economically!

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'MG 5'

REGD. TRADE MARK

MINDS THE STEPS

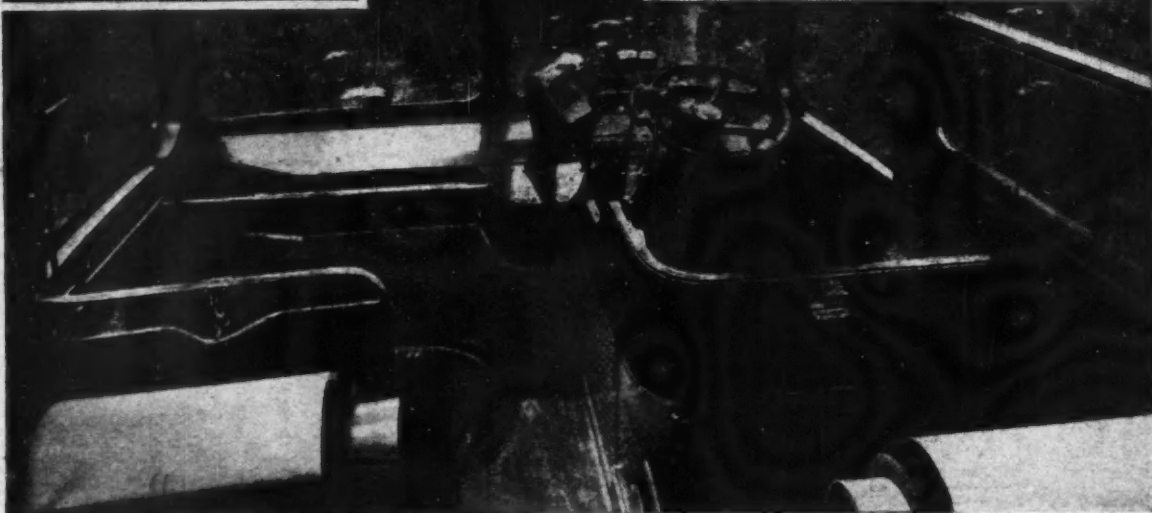
OF THE 'DONINGTON'



The steps of attractive, non-slip chequer plate which greet passengers boarding the Duple 'Donington' coach give the most favourable of first impressions. But smartness is only one role of light-weight 'MG5' chequer plate in modern coaches. This James Booth diamond-patterned light alloy plate stands up to the roughest treatment, day in and day out—the kicking, scraping and treading of many feet and the grinding of mud and gravel underfoot. Then just a quick wash down brings it up clean and shining new. 'MG5' makes the ideal chequer plate for places subjected to the heaviest wear—stairs, decking, kickplates, wheel-arch covers and other furnishings. One-third of the weight of steel yet comparable in strength, 'MG5' will not rust, is resistant to corrosion and never needs to be painted.

Our light alloys, which include the famous 'Duralumin' series, are used for many purposes in road transport. If you would like advice on how aluminium alloys can help you, please let us know. Our Technical Sales Section is always ready to help.

The attractive appearance of light-weight 'MG5' can be used with great effect tastefully in keeping with the coach decor. Bodywork by Duple Motor Bodies Ltd., Edgware Road, London, N.W.9.



James Booth

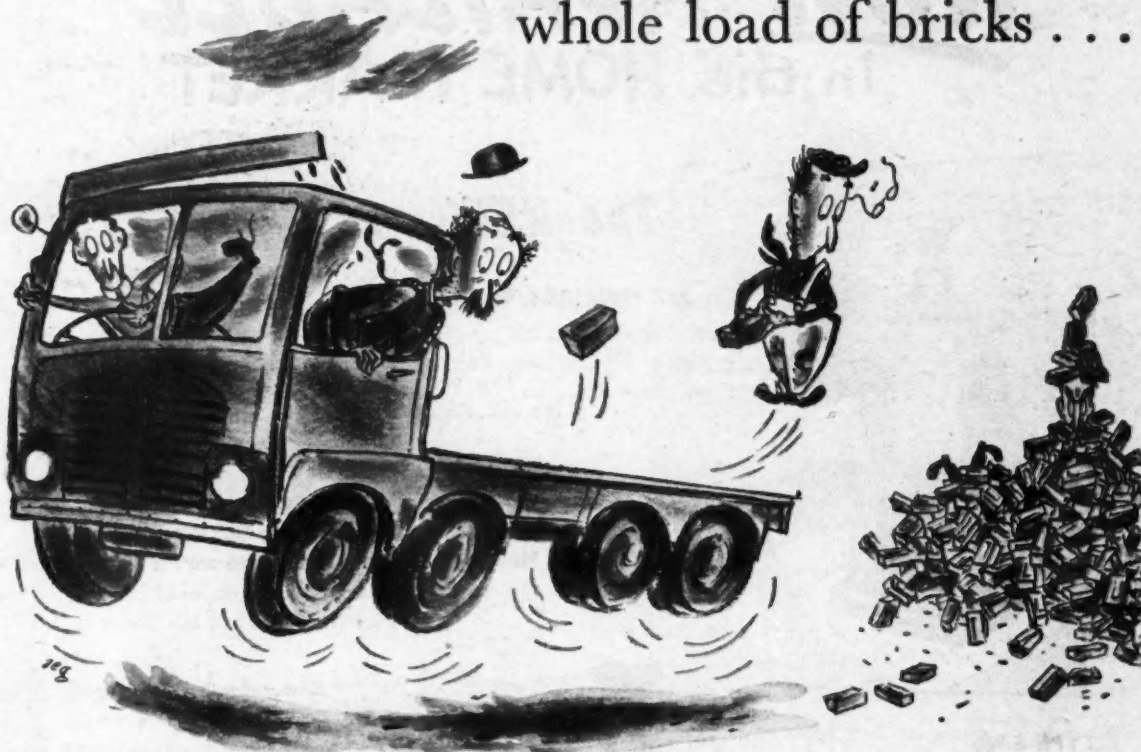
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DUNLOP PNEURIDE AIR SUSPENSION . . . is a new springing system which automatically adjusts itself to the widest extremes of loading. It is an integrated system of flexible air springs controlled by levelling valves which ensure that a uniformly steady ride is maintained whether the vehicle is fully laden or empty.

The successful development of Pneuride vehicle springing has evolved from full-scale Dunlop research and testing.

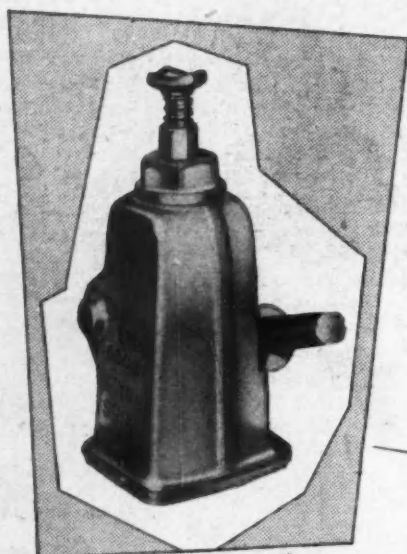
Further information available from Dunlop Rubber Co. Ltd., Engineering Components Division, Fort Dunlop, Birmingham 24.



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NOW AVAILABLE in the HOME MARKET



The NEW LIGHTWEIGHT RANGE



This new range of Hydraulic Jacks was first introduced at the Export Market at the Geneva Motor Show in the Spring of this year.

'Millex' is a shortened form of "Millennium Export" and the Jacks are coral red in colour.

The range is built to the same high standard as the famous Millennium Jacks but Millex Jacks are not designed to accommodate so great a degree of overload and, therefore, lighter and less expensive.

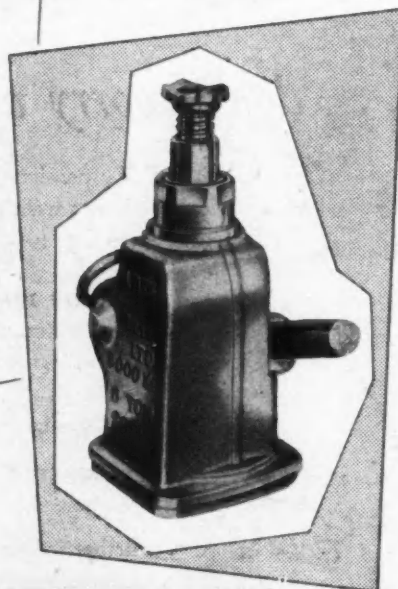
Further details on application

TYPE S.980
To lift 3 tons

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To lift 5 tons

TYPE S.952
To lift 8 tons

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1949 MAUDSLAY 7.7 33 Seater Full Luxury. Overhauled. Just passed C.O.F. 1962. Immac. condition £575

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25 BRISTOL 5LW. Single Decks. 35 Seaters ... each £125

10 1944 GUY 5LW and 6LW Double Deck Buses £130/£190

1950 DENNIS Mark III. 35 Seater. Body fair ... £195

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1956 Bedford 3-ton D/S Truck.
1955 Morris 5-ton D/S Truck. Diesel.
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1954 Ford 5-ton F/P Truck. Diesel.
1940 Albion 8-wheeled F/P Lorry.

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1951-52-53-54 Bedford 5-ton S.W.B. Tipper. Petrol and Diesel.
1955 Fordson 5-ton Tipper. Diesel.
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1953 Commer 7-ton L.W.B. Tipper T53.
1955 A.E.C. Mercury Tipper.

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IMMEDIATE DELIVERY OF NEW BEDFORD/DUPLE 41-SEATER FULL LUXURY COACHES.

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We have a wonderful selection of used Coaches, Petrol and Diesel, all in absolutely Tip Top condition and a few examples from this excellent stock include:

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Large selection of Albion, Leyland, A.E.C. and Foden 33-seater half cab Coaches in excellent condition. Also selection of Daimler double-decked Buses suitable for Contract work.

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THE COMMERCIAL MOTOR

CLASSIFIED

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RATES: 8d. per word (Minimum 12 words 8/-). Each paragraph charged separately and name and address must be paid for. Semi-displayed setting 67/6 per single column inch. Centred lines 20/-.

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Baylis House, Hurst St., Birmingham. 5. Telephone: Midland 6616.
50, Hertford St., Coventry. Telephone: Coventry 62464.
1, Brazennose St., Manchester. Telephone: Deansgate 6114-8.
12, Ranfield St., Glasgow. Telephone: Glasgow Central 1413.

GOODS VEHICLES FOR SALE AND WANTED

USED GOODS VEHICLES

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6X6 Unregistered ex-W.D. Diesel/petrol chassis and cabs, also 2,500-gal. refuellers; c/w winches if required. Genuine delivery mileage only. M.O.S. rebuilds. Cunley and Stewart, Ltd., Alfreton, Derbyshire. Phone, Leabrooks 477. 222-644

1955 A.E.C. eight-wheeler, double-drive, 40 by 8 tyres, new 9.6 engine, very low mileage. Apply Box CM765, care of "The Commercial Motor." 776-53

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A.E.C. Matadors, Diesel 7.7 and petrol engines. **Lancs. Phone, Chorley 3504.** 776-137

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1954 Registered A.E.C. Monarch, 19-ft. flat, mechanically sound, new cab, £350. 9 Newthorpe Common, Eastwood, Notts. Phone, Langley Mill 2623. 776-256

ALBION

6X6 Unregistered ex-W.D. low-mileage M.O.S. rebuilds, c/w winches, Cunley and Stewart, Ltd., Alfreton, Derbyshire. Phone, Leabrooks 477. 222-645

1940 ALBION 8-wheeler model CX7N, Gardner 6LW engine recently overhauled, suitable for spares, £275.

PRAILLS (HEREFORD), LTD. Phone, Hereford 4211. 776-39

ALBION TX3 1949 Diesel 8-tonner, power tipper, new engine fitted, £450. Walkers Filling Station, Ecclesfield, near Sheffield. Phone 3667. 776-128

ALBION cabs, jib built, quick delivery, all types. A. Laurie and Sons, Falkirk, Scotland. Phone 307. 783-6609

ALBION FT3 6-ton flat, reconditioned engine being fitted, £225. Monaga Motors, 16 Lindale St., Poplar, E.14. Eas 1132. 776-304

ALBION 6-cylinder Diesel 25-ton prime mover, 6 x 4, ex-W.D., genuine vehicle, little used and in excellent mechanical condition, £700 o.n.o. Midestra, Ltd., Cardiff Rd., Reading. Phone 50458. 776-317

Albion Wanted

WANTED. ALBION Chiefsta, late model, small mileage, state price. Morton, Church Gates, Ecclesfield, 11. 778-1071

ALBION ST3 CX, suitable for spares. Box CM7519, care of "The Commercial Motor." 776-277

Used Goods Vehicles (contd.)

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THE NIGHTINGALE ENG. CO. LTD.

ATKINSON VEHICLES.
LONDON SALES AND SERVICE STATION.

FAVOURABLE DELIVERIES

ALL MODELS.

PART-EXCHANGES AND H.P. ARRANGED.
NEW AND USED 8-WHEELERS ALWAYS IN STOCK.

THE NIGHTINGALE ENG. CO. LTD.

BALHAM, S.W.12. BAT 2193 (five lines).

222-628

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THE MAIN ATKINSON DISTRIBUTORS,
COMPREHENSIVE spares always available.

ALL new machines fast deliveries. A small selection of high-class used vehicles. Terms and part-exchanges, 4LK, 4LW, 5LW and 6LW Gardner engines in stock.

PRICE'S (EARL SHILTON), LTD.

"THE ATKINSON PEOPLE,"

NEW STREET,

EARL SHILTON,

NEAR LEICESTER.

Phone 3321-2-3.

222-840

COMBERHILL GARAGES, LTD.

DISTRIBUTORS ATKINSON VEHICLES.

COMPLETE STANDARD RANGE NOW AVAILABLE
FOR DELIVERY WITHIN 3-4 WEEKS OF ORDER.
PLEASE FORWARD INQUIRIES.

BODYWORK CONSTRUCTED TO REQUIREMENTS.
PART-EXCHANGE TRANSACTIONS UNDERTAKEN.

INGS ROAD, WAKEFIELD.

PHONE, WAKEFIELD 2241.

(Five lines.)

222-551

CLASSIFIED ADVERTISEMENTS INDEX TO HEADINGS

| | |
|---|---------|
| USED GOODS VEHICLES FOR SALE AND WANTED | Page 53 |
| NEW GOODS VEHICLES FOR SALE | " 65 |
| USED PASSENGER VEHICLES FOR SALE AND WANTED | " 67 |
| NEW PASSENGER VEHICLES FOR SALE | " 70 |
| MISCELLANEOUS VEHICLES FOR SALE AND WANTED | " 70 |
| SPARE PARTS AND SUPPLIES | " 72 |
| MISCELLANEOUS ADVERTISEMENTS | " 77 |

Used Goods Vehicles (contd.)

SCOTTS OF NOTTINGHAM, LTD.

LAMBOURNE DRIVE, NOTTINGHAM.

Phone, Deer Park 221-2.

ATKINSON MAIN DISTRIBUTORS.

FAVOURABLE DELIVERY OF ALL MODELS,
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SALES, SERVICE, SPARES. 776-85

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TWO very low-mileage AUSTIN 6 by 4 chassis and cabs, unregistered, excellent condition, new batteries, £290 each. L. W. Vass, Ltd., Amphil, Bedford. 222-809

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TOTTENHAM, N.15.

PHONE, STAMFORD HILL 8000.

SERVICE AND SPARES.

SPECIALISTS IN ALL TYPES OF BODYWORK.

222-699

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PRESS ARRANGEMENTS

Classified Advertisements for the
SHOW NUMBERS must reach us as follows:

SHOW GUIDE SEPT. 19 ISSUE

First Post **MONDAY, SEPT. 15**

SHOW REPORT SEPT. 26 ISSUE

First Post **MONDAY, SEPT. 22**

SHOW TECHNICAL REVIEW

OCT. 3 ISSUE

First Post **MONDAY, SEPT. 29**

Telephone instructions can be received
up to Noon.

All instructions should be addressed to
The Manager, Classified Advertisement
Department,

"The Commercial Motor,"

Bowling Green Lane, London, E.C.1.

Please post your Advertisements early

Used Goods Vehicles (contd.)

THE CAR MART, LTD.
SIX MONTHS GUARANTEE
WHERE STATED.

- 1957 AUSTIN A35 van, choice of several, guaranteed, from £365.
1956 AUSTIN A40 van, choice of several, guaranteed, from £325.
1957 AUSTIN 152 Omnitruck, guaranteed, £445.
1954 AUSTIN A40 pick-up truck, guaranteed, £315.
1958 AUSTIN 4 by 4 Gipsy (petrol), 2,000 miles, guaranteed, £595.
1956 AUSTIN 7-ton long-wheelbase (B.M.C.) Diesel drop-side truck, guaranteed, £925.
1954 AUSTIN 2-3-ton boxvan, £395.
1955 AUSTIN 1-ton van, £295.
1947 AUSTIN 5-ton platform truck, £75.

THE CAR MART, LTD.
WELSH HARP,
EDGWARE ROAD, N.W.9.
Hendon 6500. 776-454

G.T.C. (COMMERCIALS), LTD.

- 1955 November, AUSTIN B.M.C. 7-ton Diesel, long-wheelbase truck, reconditioned engine recently fitted, first-class condition, one owner, £785.
1954 AUSTIN 2-3-ton boxvans, exceptionally clean, one owner, choice of two, £325.
G.T.C. (COMMERCIALS), LTD., 2 Addington Rd., Bow Rd., E.3. (Opposite Bow Rd. Underground Station.) Advance 5242-3. 776-412

- 2X2**, 4 x 4, 6 x 4, unregistered, ex-W.D. trucks, good selection, one only new Loadstar Cumber and Stewart, Ltd., Alfreton, Derbyshire. Phone. Leabrooks 477. 222-647

- AUSTIN 3-ton lorries, unregistered and in excellent condition, new batteries, £110 each. Flintwick Service Station, 74 Amphil Rd., Flitwick, Beds. Flitwick 244. 776-24

- 1951 6 x 4's, good all-round condition, with large drop-side bodies, £85 and £95.
MEADWAY COMMERCIALS, Bordesley Green Rd., Birmingham, 9, Victoria 4933. 776-57

- 1953 AUSTIN A40 vans, 10-cwt., one owner, from £245.
L. H. SPRING, 108 Alexandra Park Rd., N.10. Enterprise 7667. 776-238

- AUSTIN 25-cwt., very good condition throughout, £110. Cavendish Motors, Cavendish Rd., N.W.6. Willersden 3046-8. 776-226

- AUSTINS, 4 by 4, 4 by 2, must be cleared, £75 each. Gra 4627, Gra 1625. 776-21073

- 1955 AUSTIN A40 van, very good condition, £325.
1951 AUSTIN A70 pick-up, fawn, £200.

- COOMBS COMMERCIAL (GUILDFORD), LTD.**, Portsmouth Rd., Guildford, Surrey. Phone, Guildford 62907. 776-442

- 1956 AUSTIN 5-ton long-wheelbase drop-side truck, petrol, good condition, £395.
1956 Norman-control AUSTIN 5-ton long-wheelbase drop-side truck in primer, first-class condition, £375.

- 1954 AUSTIN, Diesel engine, 2-3-ton long-wheelbase drop-side truck, sides and tailboard sheeted aluminium, excellent condition, £435. Wray Park Garages, Ltd. Phone, Reigate 2263. 776-306

H. A. SAUNDERS, LTD.
AUSTIN DISTRIBUTORS.

- AUSTIN 1955 LDI with large-capacity Luton body, black.
AUSTIN 1955 LDI van, green.
AUSTIN 1955 LDI van, primer.
AUSTIN 1954 LDI vans, choice of three.
AUSTIN 1954-5 2-ton trucks, petrol, Diesel, choice or four.
ALWAYS a large selection of new and used vans, trucks, Lutons, available for inspection.

H. A. SAUNDERS, LTD.
C.V. DEPT.,
836 HIGH ROAD,
FINCHLEY, N.12.
Hillside 5272, Ex. 22. 776-327

- 1946 AUSTIN K4 Luton vans, Brew Bros. Ltd., 133 Old Brompton Rd., S.W.7. Fre 3333. 776-302

Austin Wanted

- ANY AUSTIN available? Please phone or write
A.G.T.C. (Commercial), Ltd., 2 Addington Rd., Bow Rd., E.3. Advance 5242-3. 776-409

Used Goods Vehicles (contd.)

BEDFORD

HAMILTON MOTORS (LONDON), LTD.
THE MAIN BEDFORD DEALERS.

- WE always have a comprehensive stock of the first-class "Quality Tested" and other BEDFORDS for your inspection.
MAKE sure you inspect these before you make your purchase. A sample of our stock is as follows—
NEW BEDFORD 6-ton 156-in.-wheelbase Diesel truck.
NEW BEDFORD 3-ton long-wheelbase Diesel truck.
NEW BEDFORD 8-ton tractor unit, Diesel.
NEW BEDFORD 7-ton short-wheelbase tipper, petrol.
NEW BEDFORD 5-ton forward-control truck, Bedford Diesel engine.
NEW BEDFORD 6-ton short-wheelbase chassis-cab, petrol.
NEW BEDFORD 7-ton long-wheelbase truck, Leyland Diesel.
1955 BEDFORD 10-12-cwt. van, £335.
1943 BEDFORD 5-ton short-wheelbase tipper, £85.
1948 BEDFORD 30-cwt. Spurling van, £125.
1954 BEDFORD 10-12-cwt. van, green, £295.
1956 BEDFORD 7-ton long-wheelbase truck, £795.
1957 BEDFORD 6-ton petrol tipper, £975.
1955 BEDFORD Dormobile, 2-tone grey, £495.
1949 BEDFORD 5-ton long-wheelbase tipper, £225.
1951 BEDFORD 30-cwt. Spurling van, £195.
1951 BEDFORD 30-cwt. van, £235.
1956 BEDFORD 10-12-cwt. high-top van, £445.
1950 BEDFORD 3-ton long-wheelbase truck, £185.
SEE the new BEDFORD at our showrooms.

- HIRE-PURCHASE facilities, insurance and taxation can be arranged while you wait.
PART-EXCHANGES welcomed.

- DEMONSTRATIONS gladly carried out under no obligation.
OUR showrooms are open until 6 p.m. daily and 5 p.m. Saturdays.

HAMILTON MOTORS (LONDON), LTD.

466-490 EDGWARE ROAD,
LONDON, W.2.
Phone, Paddington 0022 (12 lines). 776-315

CAPITAL MOTOR CO., LTD.

BEDFORD MAIN DEALERS.
SCAMMELL DISTRIBUTORS.

- NEW BEDFORD vans and conversions, early delivery.
NEW BEDFORD 25-cwt. van, petrol, 3-way loading.
NEW BEDFORD 10-ton tractor unit, 300 Diesel and 2-speed axle.
1950 (Registered) BEDFORD tractor unit, Diesel, £300.
1952 BEDFORD 4-ton truck, with helper springs, £150.
1947 BEDFORD 4-ton truck, exceptionally clean and mechanically good, £125.
REMINGTON ST., City Rd., N.1. (Near Angel.) Clerkwell 7456. 776-265

WELCH'S GARAGE (STAPLEFORD), LTD.

BEDFORD-LAND ROVER DEALERS.

OFFER

FOR IMMEDIATE DELIVERY—

- NEW BEDFORD 7-ton chassis-cab with 300 Diesel, 2-speed axle and 9.00 tyre equipment.
NEW BEDFORD-SCAMMELL 8- and 10-ton tractors with 300 Diesel engines with or without new 25-ft. Scammell trailers.

USED

- 1955 BEDFORD A-type long-wheelbase truck, in excellent condition, £525.
1953 A-type BEDFORD 5-ton long-wheelbase truck, £445.

- EITHER of these vehicles can be fitted with a tipping gear at a cost of £150.

FOR YOUR NEW COMMERCIAL

COME TO
LONDON ROAD, STAPLEFORD, CAMBS.
Phone, Shelford 3017-8-9. 776-351

BILL WALTON, LTD.

- 1954 30-cwt. BEDFORD truck, nice order.
1952 BEDFORD 1,000-cu.-ft. Luton new panels, etc., £375.
1951 2-ton BEDFORD truck, £175.

CHAPPELL'S GARAGE.

190-6 KENNINGTON PARK ROAD,

S.E.11.

Phone, Reliance 1177. 776-398

Used Goods Vehicles (contd.)

CARMO OF LONDON,

THE LONDON CENTRE

FOR NEW and USED BEDFORDS.

FULLY WARRANTED USED BEDFORDS.

ALL TYPES AVAILABLE.

REPAINTED and OVERHAULED THROUGHOUT.

- 1954 BEDFORD 10-cwt. van, £295.
1956 BEDFORD 15-cwt. van, £395.
1956 BEDFORD Workabus, £395.
1957 Utilabike, £495.
1951 BEDFORD 2-ton short-wheelbase drop-side truck, £300.
1955 BEDFORD 5-ton long-wheelbase drop-side trucks, £575; choice of two.
BRAND-NEW BEDFORD 15-cwt. with 320-cu.-ft. Luton body, fibreglass roof, two rear doors and tailboard, painted, £795.
THE new BEDFORD normal-control range available for immediate demonstration and early delivery.
DEMONSTRATIONS arranged on any vehicle or our representative will call.

WRITE, PHONE OR VISIT

THE BEDFORD CENTRE,

LEIGHTON ROAD,
LONDON, N.W.5.

Gulliver 5555. 776-397

SHUKER'S OF SHEFFIELD, LTD.

OFFICIAL BEDFORD dealers since 1932. Recommended for new or good used Bedford, all models; sent anywhere in Britain.

TIPPER a speciality, petrol or Diesel. Why not send your inquiries? A straight deal and real value guaranteed.
56-60 BROAD ST., Sheffield, 2. Phone 20311 (four lines), or Rotherham 5411 after 6 p.m. and weekends. 222-737

E. J. BAKER AND CO. (DORKING), LTD.

BEDFORD

MAIN DEALERS.

WELCOME inquiries for early delivery all types of new BEDFORD commercial vehicles, articulated vehicles and Utilities.
NEW BEDFORD CA vans available early delivery.

- 1953 HAWSON 35-cwt. van in exceptional condition, used for light work only, finished in dark blue, Spurling, 30-cwt. 3-way van, in good condition.
1950 CHOICE of several second-hand BEDFORD vans and Utilities.

SEVERAL drop-sided trucks and choice of several O-type tipper.
SCAMMELL trailers, several. Inquiries welcomed.

SEE also articulated vehicles and trailers.

HIRE-PURCHASE, part-exchanges welcomed. Early delivery all types new BEDFORDS.

273 LONDON ROAD,

STAINES.

Staines 4211 (five lines).

- 1952 BEDFORD 5-ton short-wheelbase tipper, 5-cu.-yd. steel body, excellent order, good tyres throughout, £225.
1951 NEW BEDFORD-SCAMMELL articulated unit, very good condition, good tyres, £175.

WE welcome inquiries for early delivery all types of new BEDFORD commercial vehicles, articulated vehicles and Utilities.

55-61 LONDON STREET,

CHELTSEY.

Chertsey 2391. 776-312

- 15 BEDFORD long-wheelbase platform lorries, petrol, 5-ton and 7-ton vehicles, first registered 1946 to 1954.

HILLS GARAGES (MANCHESTER), LTD.

80-90 PORT STREET,
MANCHESTER, 1.

Central 4311 (10 lines). 776-326

COMMERCIAL VEHICLES.

WILLIAM RIPLEY.

- 1955 BEDFORD 30-cwt. truck, one C-licence user, £400.
1952 BEDFORD 30-cwt. drop-side truck, synchro-mesh box, new tyres, ex-property of seed merchant, £200.
1954 BEDFORD 2-ton truck, excellent condition, £400.
1954 BEDFORD 5-ton platform, 30,000 miles only, body length 15 ft. 6 in., as new, £395.
1955 BEDFORD 5-ton double-drop-side truck, Diesel 76 engine, £575.
1949 BEDFORD truck, low loader body, all new 14 by 7 tyres, first-class condition, £165.
1949 BEDFORD 5-ton boxvan, roller shutter, tailboard, extra clean, £165.
And part-exchanges welcomed.

PHONE, DARTFORD 5480.

776-344

Used Goods Vehicles (contd.)

LAWSON PIGOTT MOTORS, LTD. OFFICIAL BEDFORD MAIN DEALERS. BEDFORDS ARE OUR BUSINESS.

- 1955-6 BEDFORD 10-12-cwt. vans.
1955 BEDFORD 10-12-cwt. van with windows.
1955 BEDFORD Dormobile.
1946 BEDFORD 5-ton truck.
1954 BEDFORD 5-ton truck, Diesel.
1952 BEDFORD 8-ton tractor unit.
1955 BEDFORD 5-ton short-wheelbase tipper.
1955 BEDFORD 5-ton short-wheelbase tipper, Diesel.
1955 BEDFORD 5-ton short-wheelbase tipper, Diesel.
1955 BEDFORD 7-ton long-wheelbase truck, Diesel.
1956 BEDFORD-SCAMMELL 8-ton tractor, Diesel, choice of two.

BEDFORD LUTON VANS.

NEW coachbuilt bodies, the very best workmanship, pleasing appearance, integral cab, easy walk-in loading well, tailboard and two top rear doors, 1,000-cu.-ft. capacity, approx. unladen weight 2 tons 17 cwt., in primer paintwork. Bedford 4-ton O-model chassis, overhauled, with heavy-duty engine and synchromesh gearbox, fully guaranteed, specification and photo on application.

NEW BEDFORDS.

EARLY delivery most models; our after-sales service is second to none. Inquiries welcomed and promptly dealt with.
PART-EXCHANGES? Certainly!
FULL hire-purchase facilities.

PHONE BARNET 1061.

SALES staff in attendance until 5 p.m. on Saturdays.

184-6 EAST BARNET ROAD,
NEW BARNET.
Phone: Barnet 1061.

AND

320 KING STREET HAMMERSMITH,
LONDON.
Phone: Riverside 4111.

776-352

ARLINGTON MOTOR CO., LTD.

OUR REPUTATION IS YOUR GUARANTEE.
SELECTION OF OUR RANGE OF
USED BEDFORDS.

COMPREHENSIVE RANGE OF USED VANS AND
PERSONNEL CARRIERS ALWAYS AVAILABLE.

- 1955 Petrol 5-ton short-wheelbase tipper.
1955 Petrol 3-ton long-wheelbase with boxvan body.
1955 Petrol 7-ton with 16-ft. platform body.
1954 Diesel (Comet engine) 7-ton with 16-ft. platform body.
1951 Petrol 4-5-ton boxvan.

MAY WE
QUOTE YOU
FOR YOUR
NEW BEDFORD?

COMPREHENSIVE RANGE OF VEHICLES IN STOCK.
HIGH ROAD, PONDER'S END, ENFIELD, MIDDLESEX.
Phone: Howard 1266.

ALSO AT

25-27 VAUXHALL BRIDGE ROAD, S.W.1.
Victoria 6033.

CORNARD ROAD, SUDBURY, SUFFOLK.
Phone 2301.

DUMBALLS ROAD, CARDIFF.
Phone 30641.

SALES DEPARTMENT OPEN UNTIL 5 P.M.
SATURDAY.

776-249

G.T.C. (COMMERCIALS), LTD.

- 1956 Model BEDFORD Diesel 7-ton short-wheelbase chassis-cab, reconditioned engine just fitted, one C-lit licence owner (ideal for conversion to artic. unit or tipper), £525.
1954 BEDFORD 2-3-ton long-wheelbase drop-side truck, genuine 22,000 miles only from new, outstanding condition, one C-lit licence owner, £450.
1954 BEDFORD 5-ton long-wheelbase boxvan, separate cab, first-class body, one owner, £450.
1952 BEDFORD 2-ton boxvan, separate cab, one C-lit licence owner from new, £195.
1946 BEDFORD 5-ton short-wheelbase tipper, 5-cu.-yd. wooden drop-side body in far above average condition for its year, £85.
G.T.C. (COMMERCIALS), LTD., 2 Addington Rd., Bow Rd., E.3. (Opposite Bow Rd. Underground Station.) Advance 5242-3.

776-414

LOW-MILEAGE BEDFORD QL unregistered, in good condition, £125 each. Mains Motors, Ltd., Woodside, Ewelme, Oxon. Phone: Ewelme 62.

776-434

Used Goods Vehicles (contd.)

SPURLING MOTOR BODIES, LTD. "THE NAME BEHIND THE SALE" FOR "QUALITY TESTED SECURITY."

- BEDFORD 30-cwt. van coachbuilt body, in exceptional condition.
BEDFORD 7-ton heavy-duty short-wheelbase tipper, Comet engine.
1957 BEDFORD 10-ton Diesel tractor and trailer, low mileage.
BEDFORD 30-cwt. van, all-metal body.
1955 BEDFORD 5-ton long-wheelbase truck.
1956 BEDFORD 8-ton Diesel tractor with 20-ft. trailer.
1954 BEDFORD 10-12-cwt. vans, choice of several.
1951 BEDFORD 5-ton boxvan.
1954 BEDFORD 7-ton long-wheelbase platform, Diesel.
1951 BEDFORD 3-ton semi-Luton van.
1946 BEDFORD 2-3-ton truck, R.C. engine, new body.
OTHER makes and types available.

PART-EXCHANGES, hire-purchase.

USED-VEHICLE INQUIRIES TO

303 THE BROADWAY,

CRICKLEWOOD, N.W.2.

Gls 2727 and 6687-8-9.

Other branches: The Hyde, N.W.9; High Rd., Wembley; High Rd., Chiswick; Watford; Rushton St., N.1; Viso Motors, W.10; and Colchester.

776-408

K.J. MOTORS, LTD.

BEDFORD OFFICIAL MAIN DEALERS.

- BEDFORD 1947 8-ton Scammell unit, petrol, excellent tyres, £145.
BEDFORD 1948 drop-side truck, £150.
BEDFORD 1951 tipper, 5 cu. yd., £225.

WIDMORE RD., Bromley, Kent. Ravensbourne 3456.
776-438

4 X 2 4 x 4, unregistered, ex-W.D., low mileage, also very excellent selection of QV trucks with V.G. cabs, Cuney and Stewart, Ltd., Alfreton, Derbyshire. Phone: Leabrooks 477.
222-646

1956 BEDFORD 5-ton chassis-cab, petrol, one owner, excellent condition, choice of two. Hunter Vehicles, Ltd., 230 Southbury Rd., Enfield. Howard 4164.
776-x855

1954 And 1955 P6 Diesel 5-ton short-wheelbase steel-body tippers, £395 and £445.
MEADWAY COMMERCIALS, Bordesley Green Rd., Birmingham, 9, Victoria 4933.
776-62

LATE 1954 BEDFORD 7-ton Diesel long-wheelbase sided truck, very clean, £495. Coppells Motors, 92 Broughton Lane, Salford, 7, Phone: Blackfries 7764.
775-155

1955 BEDFORD 10-12-cwt. van, £295.
L. H. SPRING, 108 Alexandra Park Rd., N.10. Enter-prise 7667.
776-240

1957 BEDFORD-SCAMMELL Diesel artic. unit with 20-ft. Scammell trailer, one owner since new, small mileage, £800.

1955 BEDFORD-SCAMMELL Diesel artic. unit, R6 engine, one owner since new, £425.

1955 BEDFORD-SCAMMELL artic. unit, petrol, one owner since new, £150.

1953 BEDFORD-SCAMMELL Diesel artic. unit, in good running order, £375; trailers in stock to suit the above, many other Bedford vehicles in stock. Terms and exchanges.

RUSH GREEN MOTORS, Langley, Hitchin, Herts. Phone: Stevenage 175.
776-197

TWO BEDFORD 5-type petrol tippers, one in good condition and one in need of repair, at £500. Mains Motors, Ltd., Woodside, Ewelme, Oxon. Phone: Ewelme 62.
776-435

TWO 1952 7-ton long-wheelbase BEDFORD trucks, one owner, £100 each.
7-ton long-wheelbase BEDFORD truck, one owner, £400.

1954 COOMBS COMMERCIAL (GUILDFORD), LTD., Portsmouth Rd., Guildford, Surrey. Phone: Guildford 62907.
776-449

Bedford Wanted

A BEDFORD for sale! Phone Hamilton Motors, 466-490 Edgware Rd., London, W.2. Phone: Paddington 0022 (12 lines). Immediate settlement and best prices.
222-506

BEDFORD. All types wanted.
BEDFORD. All types wanted.
PHONE or write.

CHANDLERS MOTORS, LTD., 71 Greenwich South St., London, S.E.10.

GRE 2033-4.

776-348

BEDFORDS wanted! Bedford wanted!!
BEDFORDS wanted! Bedford wanted!!

G.T.C. (COMMERCIALS), LTD., 2 Addington Rd., Bow Rd., E.3.

ADVANCE 5242.

776-410

Used Goods Vehicles (contd.)

WANTED, special A trailer licence, articulator, 4 to 9 tons, South Eastern or Metropolitan area. Full details to Bakers Transport (Southampton), Ltd., 47-49 New Rd., Southampton. 776-126

B.M.C.

1957 B.M.C. Austin, 7-ton 7-cu.-yd. Anthony body and hoist, reinforced floor, power-assisted steering, Eaton 2-speed, 37,500 miles, £1,495.
W. HAROLD PERRY, LTD., Station Bridge, W. Walsworth. Phone: Harrow 1031.
776-276

COMMER

1958 COMMER 5-ton forward-control, TS3 engine, fitted 850-cu.-ft. boxvan body, side and rear loading, de luxe cab, radio and heater, 16,000 miles, surplus through loss of contract.
CRESCO CONFECTION CO., LTD., Northside, Worthington, Cumberland. Phone: Worthington 650.
777-6392

1952 COMMER OX 7-ton, 19-ft. body, ready for work, £125. Hodd 2775.
776-4063

J. W. HARDWICK AND SONS.

COMMER prime mover, P6 engine, Scammell-Hands coupling, good condition.
COX LANE, Ewell, Surrey. Ewell 1230.
776-114

1953 COMMER vans, plain, from £265.
L. H. SPRING, 108 Alexandra Park Rd., N.10. Enter-prise 7667.
776-239

COMMER, 1953 (July), Q3 long-wheelbase, separate cab, Perkins P6 Diesel chassis with 14-ft. 6-in. boxvan body, one C owner from new, clean and in outstanding condition, £495. Morris, 506-508 Kingston Rd., London, S.W.20. Phone: Cherrywood 4568, 1480 and after 7, Cherrywood 4322.
776-167

2-1-ton tipper, excellent condition, ex-L.E.B. 1949, 1-Ton Bros. Ltd., 133 Old Brompton Rd., S.W.7. Fire 333.
776-393

BURGH HEATH SERVICE STATION.

BRIGHTON RD., Burgh Heath, Surrey. Phone: Burgh Heath 2059.

BURGH HEATH SERVICE STATION for good used commercials, choice of over 12 3-12-cwt. vans, all makes, from £185-£310.
776-292

1957 COMMER Express delivery van, cream, first-class order, £365. Capital Motor Co., Ltd., Remington St., City Rd., N.1. (Near Angel.) Clerkenwell 7456.
776-267

AUGUST, 1954, 14-ton van, one owner, £175. Ravensbourne 8691.
776-245

G.T.C. (COMMERCIALS), LTD.

1954 COMMER 3-ton boxvans, separate cabs, alloy bodies, superb condition, one owner, choice of three, £245.

G.T.C. (COMMERCIALS), LTD., 2 Addington Rd., Bow Rd., E.3. (Opposite Bow Rd. Underground Station.) Advance 5242-3.
776-416

1957 COMMER Cob, 15,000 miles, £400.

COOMBS COMMERCIAL (GUILDFORD), LTD., Portsmouth Rd., Guildford, Surrey. Phone: Guildford 62907.
776-446

COMMER 5-ton fixed-lift truck with roller shutter (1952) available for disposal. Can be inspected at N.A.A.F.I. Garage, Imperial Way, Station Estate, Balmoral Rd., Watford, between 10 a.m. and 4 p.m. Offers to Controller of Transport (C.T.3), N.A.A.F.I., Kensington, Kennington, S.E.11, not later than September 18.
776-x1082

DENNIS

DENNIS Max 8-ton Diesel trucks, unregistered, ex-M.O.S., excellent condition, spare wheel, batteries, etc., £420 each.
W. VASS, LTD., Amphil, Bedford. Amphil 22-497.
776-583

1954 DENNIS Centaur long-wheelbase drop-side truck, very clean throughout, £650.
HAMBLYNS GARAGE, Rectory Rd., Rushden. Phone 3211.
776-62

1947 DENNIS Pax lorry, normal control, petrol, long-wheelbase, 750 by 20 tyres.
Dennis Garage, Ltd., Sutton Rd., Wisbech. Phone: Wisbech 745.
777-6613

1946 Heavy DENNIS Diesel tipper, 8-yd., £250 o.n.o. Phone: West Malling 3408.
776-393

DODGE

1958 DODGE truck, Leyland Comet engine, 19-ft. body, Eaton axle, price £2,100. Phone: Howard 3659.
776-583

1955 DODGE long-wheelbase 7-ton Diesel drop-side truck, Eaton 2-speed axle, 9,000 by 20 new tyres all round, heater, vehicle in excellent condition, 6,900. Offers: Stead, Arnold Rd., Basford, Nottingham. Phone: 77487.
776-x783

DODGE, Diesel 105, AP6, October, 1953, long-wheelbase upper, Eaton 2-speed axle, new engine, 1957, good order, licensed, £375. McCallum, 40 Raize St., Saltcoats, Phone: Ardrossan Saltcoats 87.
776-x806

1947 DODGE 5-ton pantechonion, 1,200 cu. ft., very good condition, £300.

1948 DODGE 5-ton long-wheelbase platform truck, very clean condition, £65.

COOMBS COMMERCIAL (GUILDFORD), LTD., Portsmouth Rd., Guildford, Surrey. Phone: Guildford 62907.
776-443

B39

Used Goods Vehicles (contd.)

MAIN DODGE DISTRIBUTORS.
FERRARIS OF CRICKLEWOOD, L.T.D.
200-220 CRICKLEWOOD ROADWAY,
N.W.2.
Gladstone 2234-5-6-7.

ALL new models prompt delivery.
FULL range of spares for all models.
SALES and service. Perkins Diesel service.
SEE our Miscellaneous Section advertisement for used DODGE vehicles.

1951 3-ton boxvan, Ford 4D engine, £395.
EAST GREENWICH GARAGE, LTD., Trafalgar Rd., S.E.18. Gre 4776.

CAMKIN MOTORS, L.T.D.
MAIN DODGE DISTRIBUTORS.
OFFER:—

1955 DODGE 5-ton 105P6 drop-side lorries, always choice of three or four, in excellent mechanical condition.
1954 DODGE 6-ton Diesel double-deck cattle container, complete with drop-side and tail, the worst in very good condition.

CAMKIN MOTORS, L.T.D.
SHERBORNE, DORSET.
Phone, Sherborne 681-2. 776-401

G.T.C. (COMMERCIALS), L.T.D.

1955 DODGE 105P6 long-wheelbase drop-side truck, good order, £525.
1953 DODGE 105P6 5-ton long-wheelbase truck, very good tyres, one owner, £345.
G.T.C. (COMMERCIALS), LTD., 2 Addington Rd., Bow Rd., E.3. (Opposite Bow Rd. Underground station.) Advance 5242-3. 776-411

1953 DODGE 195 P6 long-wheelbase drop-side cost-bodied tipper, very good condition. Geo. H. Kendrick, Ltd., Carters Green, West Bromwich 0778. 776-119

Dodge Wanted

WANTED, DODGE, 1951, onwards. Phone or write.
CHANDLER'S MOTORS, LTD., 71 Greenwich South St., London, S.E.10.

GRE 2033-4. 776-347

ERF.

1938 ERF long-wheelbase truck with Gardner engine, exceptional condition throughout; choice of two, £225 each. Hamblins Garage, Rectory Rd., Rushden. Phone 3211. 776-61

ERF 1947 short-wheelbase tipper, drop-side body, 4-wheel tyre, Gardner 4LW, working, £450. Smiths Garage, Canal St., Nottingham. Phone 40018. 776-78

FODEN

1947, April, FODEN 8-wheeler, Model D66, double drop-side 24-ft. body, 40 by 8 tyres, 50% wear, good order mechanically throughout, this machine is at present on regular service, very good for paint, can be seen by appointment, £750 o.n.o.
PRICES (EARL SHILTON), LTD., New St., Earl Shilton, Leics. Phone, Earl Shilton 3321-2-3. 776-124

FODEN ex-W.D. 6 x 4 trucks, reconditioned, ex-M.O.S., in exceptional condition, from 6900 each.
SWORDER (MOTORS), Lane End, High Wycombe. (Phone, Lane End 234.) 777-6615

FORD THAMES AND FORDSON

4 X 4 WOT6, ex-W.D., delivery mileage only, new and rebuilt trucks, also Canadians. Cuney and Stewart, Ltd., Alfreton, Derbyshire. Phone, Leabrooks 477. 222-648

THREE 1951-2 Thames ET6 all-steel 8-cu.-yd. tippers with Anthony underbody gear, calibrated, all in very good running condition, £145 each o.n.o.
W. J. REYNOLDS (MOTORS), LTD., New Rd., Dagenham. Phone, Dominion 6655. 776-35

SIX 1951-53 Thames Sussex 8-ton P6 all-steel 10-cu.-yd. tippers with Anthony underbody gear, calibrated, all in excellent condition, £295 each o.n.o.
W. J. REYNOLDS (MOTORS), LTD., New Rd., Dagenham. Phone, Dominion 6655. 776-34

1955 4D Diesel van with well, 800 cu. ft., 6650; another, 1957, 450 cu. ft., twin rears, mileage 5,000, £750. Exchanges, Lawton-Goodman, 135 Cricklewood Broadway, N.W.2. Gladstone 226. 776-41

1955 FORD 4D long-wheelbase drop-side truck with ill, good order throughout, £450.
1949 FORD 4D long-wheelbase drop-side truck with ill, good condition, £350.
HAMBLINS GARAGE, Rectory Rd., Rushden. Phone 3211. 776-83

1951 P6 Diesel, 5-ton, long-wheelbase, drop-side truck, one C licence user only, £245.
MEADWAY COMMERCIALS, Bordesley Green Rd., Birmingham, 9, Victoria 4933. 776-61

n40

Used Goods Vehicles (contd.)

W. HAROLD PERRY, L.T.D.
STATION BRIDGE,
WEALDSTONE, MIDDLESEX.

CHOICE of two Thames 4D flat-platform trucks, first-class condition throughout, first registered 1955 and 1956 at £565 and £595 respectively.
EX-DEMONSTRATOR, 1957 Thames Trader, 5 tons, 152-in. wheelbase, 4-cylinder Diesel engine, cab painted red, £1,050.
EX-DEMONSTRATOR, 1957 Thames Trader, 5 tons, 152-in. wheelbase, 6-cylinder Diesel engine, cab painted black, £1,135.

HARROW 1031.

OPEN UNTIL
7 P.M. MONDAYS TO FRIDAYS.
AND TO
5.30 P.M. SATURDAYS. 776-275

1951, P6 Diesel, Sussex 8-ton 6-wheeled lorry, very small mileage, £295.
MEADWAY COMMERCIALS, Bordesley Green Rd., Birmingham, 9, Victoria 4933. 776-58

1956 Thames 4D long-wheelbase truck, 45-in. Balco H/B extension, heavy duty equipment, 20-ft. flat, low mileage, £695. H. E. Nunn and Co., Ltd., 282 Bury New Rd., Manchester. Phone, Broughston 2201. 776-33

1957 FORD 5-cwt. Thames van, duo colours, in very good condition throughout, £335.

1953-4 FORD 5-cwt. in very good condition throughout, £150. Cavendish Motors, Cavendish Rd., N.W.6. Willesden 0046-8. 776-228

FORDSON 5-ton ET6, 1950, sound box body 13 ft. 6 in. by 6 ft., good mechanical condition and tyres, £105. Watford 4236. 776-214

FRANK G. GATES, L.T.D.

MAIN FORD DEALERS,
GATES CORNER, E.18.
Wan 6633.

1947 FORD 7V boxvan, good body, £70.

1954 FORD 2-ton sliding door van, £80.

1954 FORD 4D long-wheelbase truck, £395.

1957 FORD Trader 5-ton 6-cylinder petrol truck, £925. 776-271

1951 Thames 4-ton tipper, 4D Diesel conversion 1955, excellent condition, £225. Burton and Deakin, Ltd., Orpington 27622. 776-450

GORDON KING MOTORS, L.T.D.

FORD AND THAMES DEALERS.

TRADER 4D Diesel 4-ton chassis, fitted with 1,250-cu.-ft. low-loading Luton body, new and unregistered, ex works, £1,320.

THAMES 4D Diesel 4-ton chassis, fitted with 1,150-cu.-ft. low-loading Luton body, new and unregistered, ex works, £1,200.

THAMES 15-cwt. chassis and cab, fitted builder's truck body, new and unregistered, ex works, £585.

HIRE-PURCHASE facilities available, deposit now only one-third.

ALL Thames models in stock for early delivery; any body built to your requirements.

MITCHAM LANE, S.W.16. Streatham 3133-4. 776-294

1955 FORD 4D 5-ton long-wheelbase platform, good condition throughout, £485.

E. J. BAKER AND CO. (DORKING), LTD., 55-61 London St., Chertsey 2391. 776-313

1954 FORD 10-cwt. van, with seats and windows.

E. J. BAKER AND CO. (DORKING), LTD., 273 London Rd., Staines. Phone, 4211. 776-314

A 1956 FORD Sussex 6-wheel Diesel van, 34,000 miles, one owner, fitted nearly new tyres, approx. 1,500 cu. ft., aluminium body, no wheel boxes, the whole vehicle being in super condition, has not been working for the last six months, £1,150.

CHURCH ROAD MOTORS, LTD., Hadleigh, Essex. Phone, Had 57271; night calls, Southend 47348. 776-388

G.T.C. (COMMERCIALS), L.T.D.

1957 FORD 4D Diesel 5-ton long-wheelbase chassis-cab, very low mileage, £275.
G.T.C. (COMMERCIALS), LTD., 2 Addington Rd., Bow Rd., E.3. (Opposite Bow Rd. Underground station.) Advance 5242-3. 776-413

TWO 1947 FORDSON, pantechonics, 900 cu. ft., £80 each.

1953 FORD 10-cwt. van, low mileage, excellent, £225.

1956, November, FORD 4D truck, £400.

COOMBS COMMERCIAL (GUILDFORD), LTD., Portsmouth Rd., Guildford, Surrey. Phone, Guildford 62907. 776-444

Ford Thames and Fordson Wanted

WELL-MAINTAINED, low-mileage, long-wheelbase FORD 4D 5-ton vans required, preferably 3-way loaders. Full particulars to:

W. STEVENS, Transport Mahager, Three Hands G. Products, Ltd., South Grove, Tottenham, N.15. 777-6604

WANTED FORD D Luton van, approximately 900 cu. ft., separate cab, not earlier than 1954, 58 Skeena Hill, S.W.18. 776-252

Used Goods Vehicles (contd.)

GUY

1952 GUY Otter with 4LK Gardner engine, Eaton 2-speed axle, Holmes alloy cab and Holme double-drop-side alloy body, 16 ft. 6 in., the whole vehicle is in good condition, £575. Alma Garages (Brighton), Ltd., 74 Feeder Rd., Bristol, 2. 776-36

1952 GUY Otter, Gardner 4LK engine, excellent mechanical condition, tyres as new, one owner, £475. Coppells Motors, 92 Broughston Lane, Salford, 7. Phone, Blackfriars 7764. 776-154

1950 GUY 1,400 cu. ft. Luton van, low loader, one owner, in excellent running condition, for quick sale, £245. H.P. terms arranged. Iver 947. 776-284

1951 GUY Otter, Gardner 4LK engine, Eaton 2-speed axle, drop-side truck, good condition, £385 o.n.o. Phone, Woohouse, near Sheffield, 2292. 776-x1087

JENSEN

THE TEN-COUNTY JENSEN DISTRIBUTORS

FERRARIS OF CRICKLEWOOD, L.T.D.

200-220 CRICKLEWOOD ROADWAY,
N.W.2.
Gladstone 2234-5-6-7.

FULL range of spares for all models.
SALES and service. Perkins Diesel service.
EARLY delivery on all models. 776-279

KARRIER

4X4 Unregistered low-mileage ex-W.D. trucks, c/w winches if required. Cuney and Stewart, Ltd., Alfreton, Derbyshire. Phone, Leabrooks 477. 222-649

LAND ROVER

LAND ROVER, 88-in.-wheelbase regular model, Diesel engine, 1,500 miles, £650.
CAMPBELL SYMONDS AND CO., LTD., Forty Avenue, Wembley. Arnold 7771. 776-263

1957 LAND ROVER Model 88-in. wheelbase, many extra, 8,000 miles, immaculate, £435.

1956 LAND ROVER model, excellent condition, low mileage, £450.

1954, October, LAND ROVER station wagon, fitted seat and tropical roof, low mileage, excellent condition, £550.

1955 LAND ROVER, excellent condition, many extra, £430.

1955 LAND ROVER, 86-in. wheelbase, with hard top, £425.

1953 LAND ROVER, good condition, £295.

COOMBS COMMERCIAL (GUILDFORD), LTD., Portsmouth Rd., Guildford, Surrey. Phone, Guildford 62907. 776-445

LEYLAND

1953 LEYLAND Comet 90 artic., 2-speed axle with S.A.E. coupling and 24-ft. trailer, one owner since new, in excellent order.

1950 LEYLAND Comet long-wheelbase truck, clean and in excellent running order, £425.

RUSH GREEN MOTORS, Langley, Hitchin, Herts. Phone, Stevenage 175. 776-210

1950 LEYLAND Steer, 21-ft. platform body, 9.00 by 20 12-ply tyre equipment.

ARLINGTON MOTOR CO., High Rd., Ponders End, Enfield, Middx. Phone, How 1266. 776-246

MAUDSLAY

THREE unregistered MAUDSLAY 8-ton Diesel trucks, fitted Gardner 4LW engines, excellent condition, £375 each. L. W. Vass, Ltd., Ampthill, Bedford. Ampthill 3255. 222-870

1950 MAUDSLAY twin-steer, rebuilt 1957 with replacement engine, axle, gearbox and new Mercury cab, 21-ft. drop-side body, 10.00 by 20 tyres, G. H. Kendrick, Ltd., Carters Green, West Bromwich 0778. 776-121

1949 MAUDSLAY tractor unit, 27-ft. trailer, 4-in. line, mechanically sound, bargain. 9 Newthorpe Common, Eastwood, Notts. Phone, Langley Mill 2623. 776-255

MORRIS AND MORRIS-COMMERCIAL

4 X 4 Unregistered ex-W.D. M.O.S. rebuilds, also compressor trucks, Cuney and Stewart, Ltd., Alfreton, Derbyshire. Phone, Leabrooks 477. 222-650

1948 MORRIS-COMMERCIAL 5-ton Luton-type van, large capacity, dimensions 16 ft. 5 in. by 6 ft. 6 in. by 8 ft., approximately 900 cu. ft., in exceptional condition, one owner, £395.

KENNINGS, LTD., 232 Cheetham Hill Rd., Manchester, 8, Bla 9111. 776-6581

1949 MORRIS COMMERCIAL 5-ton Diesel platform truck, £125. Phone, High Wycombe 3113. 776-66

1954 MORRIS MINOR 1-ton van, £285.

1954 MORRIS 10-cwt. van, £265.

L. H. SPRING, 108 Alexandra Park Rd., N.10. Enterprise 7667. 776-241

PALMERSTON OF KINGSTON.

MORRIS AND MORRIS-COMMERCIAL RETAIL DEALERS.

RELIABLE used vehicles in stock.

PALMERSTON COMMERCIAL MOTORS, LTD., 75-7 Penrhyn Rd., Kingston 5618. 776-230

1949 MORRIS 5-cwt., very good condition, £125. Cavendish Motors, Cavendish Rd., N.W.6. Willesden 0046-8. 776-227

Used Goods Vehicles (contd.)

1953-4 MORRIS J-type 12-cwt. van, in exceptionally good condition throughout, £245. Cavendish Motors, Cavendish Rd., N.W.A. Willesden 0046-8. 776-229

1954 April, MORRIS LD 1-ton van, in excellent condition throughout, one owner, for quick sale, £285. H.P. terms arranged. Iver 947. 776-283

1956 MORRIS 1-ton Diesel van, one owner from new, plain green, in perfect condition throughout, £493

OAKTHORPE MOTOR CO., North Circular Rd., Palmers Green, N.13. Palmers Green 0446 and 1023. 776-341

SCAMMELL

3-TON Mechanical Horse, good tyres running order, £75. Tilley's, Ltd., Wolverton, Bucks, 2242. 776-28675

J. W. H. HARDWICK AND SONS.

1942 And 1946 SCAMMELL unit, ex petroleum company.

COX LANE, Ewell, Surrey. Ewell 1230. 776-113

SCAMMELL MH6 and MH3 units and trailers; several special vehicles, pole wagons, low-loaders available. Spares. Tilley's, Ltd., Wolverton, Buckinghamshire. 776-776

1942 To 1950 SCAMMELL tractor units in stock, in excellent order, mostly one-owner vehicles, with or without trailers; also SCAMMELL rigid 8-wheelers and 6-wheelers, terms and exchanges.

RUSH GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 175. 776-196

1944 SCAMMELL tractor, 6LW Gardner engine, fully floating axle on twin 40 by 8 tyres, 6500. Kerby Motors, New Southend Arterial Rd., Hornchurch. Hornchurch 776. 776-290

SCAMMELL 6 x 6 and 6 x 4 tractor units, in first-class order, any examination welcomed.

WORDER (MOTORS), Lane End, High Wycombe, Bucks. Phone, Lane End 234. 777-6616

SEDDON

1948 SEDDON long-wheelbase drop-side body, good cab P6 engine and 5-speed box, £135. Langley Mill 3182. 776-88

SEDDON 7-tonner tipper, rebuilt throughout, £825. Jeffrey's Commercial Motors, Neath Rd., Swansea 7258 and 71859. And Beverley St., Port Talbot, 2892. 776-71

1945 SEDDON long-wheelbase truck, in working order, £165.

1948 November, SEDDON long-wheelbase drop-side, fitted open-top cattle container, one owner from new, very clean vehicle, £395. Hamblins Garage, Rectory Rd., Rushden 3211. 776-84

1954 SEDDON 7-ton long-wheelbase boxvan lorry, Homalloy body, excellent condition throughout, £650. Coppells Motors, 92 Broughton Lane, Salford 7. Phone, Blackfriars 764. 776-153

1950 SEDDON 7-8-ton Diesel 16-ft. drop-side, tyres good, twin fuel tanks, one C-licence owner only.

1953 December, SEDDON Diesel long-wheelbase, drop-side, repainted, ready for work.

1954 SEDDON 7-8-ton Diesel drop-side truck, good tyres and condition, choice of three.

1955 SEDDON Mk. 15 Diesel 7-8-ton drop-side, recent replacement engine, good tyres, wide cab, unladen weight 2,190.

SEDDON 10-ton artic., Tasker drop-side trailer.

OTHER SEDDON models available, at reasonable prices. Terms arranged with pleasure.

NEW SEDDONS, quick delivery all models.

MIDLAND DISTRIBUTORS,

RYLAND GARAGE, LTD.

RYLAND STREET, OFF BROAD STREET,

BIRMINGHAM, 16. 776-320

SEDDON, 1953 (February), 5L 16-ft. 6-in. drop-side truck, one C owner, replacement P6 Diesel engine, 5-speed gearbox, good 8.25 by 20 tyres, £595. Morris, 506-508 Kingston Rd., London, S.W.20. Phone, Cherrywood 4568, 1480 and after 7, Cherrywood 4322. 776-189

1949 SEDDON long-wheelbase truck, exceptionally clean, mechanically sound, £175. 9 Newthorpe Common, Eastwood, Nottingham. Phone, Langley Mill 2623. 776-260

WEYBRIDGE AUTOMOBILES, LTD.

QUEEN'S ROAD, WEYBRIDGE.

Weybridge 2233.

1955 SEDDON 25-cwt. drop-side truck, fitted with Perkins P3 engine, 29,000 miles, very good condition, £395.

1953 SEDDON 6-7-ton boxvan, alloy body and cab, one owner, good condition, £650. Aerodrome Autos, Aerodrome Rd., Hendon, N.W.4. Sun 0071. 776-419

SENTINEL

1951 SENTINEL Diesel 8-ton P.F. truck, in good running order, £375

J. RAWSON AND SONS, LTD., Mount Pleasant, Tunbridge Wells. 776-23

Used Goods Vehicles (contd.)

THORNYCROFT

4 X 4 Unregistered ex-W.D. trucks very good selection. Cundell and Stewart, Ltd., Alfreton, Derbyshire. Phone, Leabrooks 477. 422-651

1949 Nippy Star Luton van, approx. 800-cu.-ft. body, unblemished, fitted roller shutters rear and side, excellent condition, £95.

MEADWAY COMMERCIALS, Bordesley Green Rd., Birmingham, 9. Victoria 4933. 776-63

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SEDDON drop-side, P6 engine, 8-tonner.

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1948 GUY chassis, 4LK engine, fitted new cattle box.

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1951 FORD tipper, P6 engine.

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- 1957 February, FORD 10-cwt. van, painted blue, good tyres, good condition, £340.
1956 May, COMMER 7-cwt. Cob van, good condition painted thistle grey, good tyres, taxed £325.
1955 February, COMMER express delivery van, good condition, painted red, good tyres, £275.
1956 June, MORRIS 1-ton van, painted grey, good tyres, good condition, taxed December, £325.
1953 February, FORD 2.3-ton van, good tyres, painted blue, good condition, £175.
1954 July, COMMER forward-control super-capacity van, chrome bore engine, excellent condition, £310.
1951 March, BEDFORD 7-ton tipper, R6 engine, coachbuilt cab, wrapped-round screen, twin uppers rear, good condition, £350.
1952 November, THORNYCROFT Trident, Diesel engine, 5-ton tipper, twin ram, good condition, £350.
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1957 COMMER Cob light van, green, one owner, good condition, heater, £425.
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- 1955 FORD 4D drop-side truck, Diesel blue, £425.
1957 COMMER Express delivery van, petrol, blue, £415.
1956 FORD Thames 4D tipper, Diesel, green, £665.

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1956 BEDFORD A-type 5-ton, long wheelbase, Diesel, 26,000 miles, specimen vehicle, £695.
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1955 December, STANDARD Vanguard estate car, with all extras, £495.
1955 December, AUSTIN A40 gown van, £425.
1955 June, FORD 5-cwt. Luton van, very clean, £260.
1954 SEDDON Diesel P4 engine, roller shutter sides, very clean, choice of two, £495.
1954 December, BEDFORD short-wheelbase tipper, steel drop-side body, A-type Diesel, £625.
1954 MORRIS LD1 personnel carrier, 12 seats, £900 only, £475.
1954 December, AUSTIN A70 gown van, specimen, £425.
1954 September, BEDFORD 30-cwt. van, A-type petrol, £395.
1953 June, FORD 2-ton 4D van, very clean, £425.
1953 November, SEDDON long-wheelbase tipper, quite sound, £575.
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1956 MORRIS 5-ton 13-ft. 4-in.-wheelbase chassis and cab, B.M.C. 5.1-litre Diesel engine, 8.25 by 20 (12 ply) tyre equipment, helper springs, one owner, £950.
1953 AUSTIN 2.3-ton normal control drop-side lorry, B.M.C. 3.4-litre Diesel engine, repainted blue, one owner, £425.
1950 FODEN 5.6-ton short-wheelbase 5-cu.-yd. twin-ram underfloor tipper, Gardner 4LK, choice of two, both one owner, each £450. 776-6602

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1949 February, SEDDON 5.6-ton long-wheelbase platform, Perkins P6 engine, alloy body and wood floor, high loading board, 8-cu.-yd. capacity.

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Used Goods Vehicles (contd.)

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1957 ATKINSON (Gardner 6LW) York artic. 27-ft. platform, Yorkshire special A.
1956 SEDDON SL (Perkins P6) 6.7-ton 4-wheel 16-ft. platform, B20 tyres; choice 101.
1956 ALBION Clydesdale FT101 (Diesel) 8-10-ton 4-wheel 21-ft. platform, Northern special A.
1955 BEDFORD 5-type (Perkins R6 Diesel) 7-ton 4-wheel 16-ft. platform.
1955 DENNIS Centaur (Diesel) 7.8-ton 4-wheel 19-ft. drop-side, 9.00 by 20 tyres.
1955 BEDFORD S (Perkins R6) 7-ton 4-wheel 15-ft. new Milshaw alloy tipper, 9.00 by 20.
1954 DODGE Kew (Perkins P6) 6.7-ton 4-wheel new Milshaw tipper, 14-ft. timber body.
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1951 ALBION HD313 (11-litre Diesel) 9-10-ton 4-wheel 20-ft. drop-side; choice five.
1951 ALBION HD371 (9.6 Diesel) 15-ton 8-wheel 25-ft. platform; choice two, 9.00 by 20.
1951 ATKINSON L1586 (Gardner 6LW) 15-ton 8-wheeler, 24-ft. platform, 40 by 8.
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1950 DODGE 105 truck, fitted Diesel engine, very good tyres, £350.
1953 BEDFORD 5-ton short-wheelbase tipper, £325.
1952 DODGE 123 6-ton tipper, fitted Anthony gear on body, £285.
1953 TROJAN large-capacity Diesel van, £325.
1951 DODGE 105 P6 with tilt, £375.

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BEDFORD 7-ton U-shaped steel tipper, R6 engine, Eaton 2-speed axle, 9.00 by 20 tyres, this vehicle is new but registered and unused, £1,950; maker's guarantee.
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A.E.C. Mercury, long-wheelbase, takes 21-ft. body, £3,025.
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LEYLAND Octopus, 1952, long wheelbase, drop-side, in good condition throughout, £3,750.

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LEYLAND Octopus, 1951, in exceptionally good condition throughout, works-reconditioned engine fitted 18 months ago, £2,300.

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BEDFORD 1953 A-type Luton van, exceptionally good condition, petrol engine, just fitted with new body, approximately 900 cu. ft. in prime, £1,000.

ALBION 1951 Chieftain, lightweight body, wood sides, good condition throughout, £600.

GUY Otter, 1953, P6, 2-speed rear axle, platform body, clean machine in good mechanical condition, £650.

FORDSON 1953 5-ton long-wheelbase drop-side truck, P6 engine, excellent condition throughout, £350.

BEDFORD 1953 7-ton long-wheelbase petrol drop-side truck, £350.

FODEN 1939 long-wheelbase platform, 4LK Gardner, in very nice condition throughout, £350.

SEDDON 1947 long-wheelbase double-drop-side, £275.

AUSTIN 1951 3-way vans, quite good condition, choice of three £100.

LEYLAND Comet long-wheelbase, 1951, normal control, good condition throughout, 18-ft. platform body, £800.

MAUDSLAY 1943 long-wheelbase platform, A.E.C. 7.7 engine, in fair condition throughout, £600.

ALBION 1945 long-wheelbase platform, 4LK Gardner engine, good condition throughout, £200.

SEDDON 1948, fitted with Gardner 4LK engine in exceptionally good condition throughout, drop-side body, £400.

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YORK new 10-ton 25-ft. platform trailers, S.A.E. couplings, 9.00 by 20 tyres, £728.

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MAUDSLAY 1948 tractor unit, fitted with 5LW Gardner engine, S.A.E. coupling, suit above trailer, £700.

YORK new 16-ton 18 ft. in well, knock-out axle, two-line air brakes, low-loading trailer, £1,294.

YORK new 15-ton 16 ft. in well, knock-out axle, vacuum brakes, low-loading semi-trailer, £1,190.

AUSTIN-TASKER 1948 tractor unit, complete with Tasker 16-ft. 6-in. in-well low-loading semi-trailer, knock-out axle, £750.

AUSTIN Loadstar articulated, 1951, petrol, Tasker platform trailer, landing wheels, £400.

ALDERLEY 10-ton full-trailer low-loader, 12 ft. in well, vacuum brakes, complete with drawbar, knock-out axle, £350.

MAUDSLAY tractor unit, 1945, 7.7 A.E.C., £350.

SCAMMELL platform trailer, good condition, £300.

AUSTIN 1947 articulated Tasker, platform trailer, landing wheels, £275.

BEDFORD-SCAMMELL 1948 tractor units, choice of two, £100 each.

MAUDSLAY 1948 tractor unit, 5LW Gardner engine in exceptionally good condition throughout, complete with two Tasker tandem-axle 14-ton platform trailers, £1,950.

ALBION Chieftain, 1950, fitted with Meadows 4-cylinder Diesel engine, Carrimore close-coupled semi-trailer, 25 ft. platform, 8.25 by 20 tyres all round, good condition throughout, £650. Or with Tasker platform trailer and 16-ft. 6-in. well low-loading trailer, 8-10-ton, £1,350, complete with both trailers.

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A.E.C. Mammoth Major 1950 8-wheeler, 9.6 engine, aluminium body, twin front ram tipping gear, double drive, recently fitted with fully reconditioned engine, clutch and gearbox, complete machine in exceptionally good condition throughout, third diff. model, £2,000.

DODGE 1950 standard P6 tipper, wood body, £275.

AUSTIN 1955 5-ton steel-body petrol tipper, clean condition, £425.

(Continued in next column)

Used Goods Vehicles (contd.)

BEDFORD 1954, P6 Diesel, standard wood-body tipper, in good condition, £500.
MORRIS 1950 wood-body drop-side tipper, 4-cylinder petrol engine, in good condition throughout, £200.
COMMER 1952 P6 standard wood-body tipper, £400.

BEDFORD 1949 standard 5-ton petrol tipper, good condition, cheap little wagon, £275.
SEDDON 1948 steel-body tipper, rough condition, £150 to clear.

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NEW BEDFORD 7-ton short-wheelbase tipper, Diesel, U-shaped steel body, 9.00 by 20 tyres, 2-speed axle, immediate delivery.

1955 LEYLAND Octopus 8-wheeler, 24-ft. alloy platform body, double-drive axles, full air pressure brakes, in very good condition.

1940 FODEN twin-steer, 5LW Gardner engine, 20-ft. platform body, in fair condition throughout.

A.E.C. 6 x 6 Diesel 2,500-gal. refueller, 13.50 by 20 tyres, reconditioned for M.O.S., as new.

A.E.C. Matador 4 x 4 fixed-sided lorries, ex-W.D., in excellent condition, choice of two.

A.E.C. 6 x 6 chassis and cab, ex-W.D., 7.7-litre engine, 13.50 by 20 tyres, single giant, in excellent condition.

1953 FODEN 6-tonner, Gardner 4LK engine, 5-speed gearbox, 34 by 7 tyres, 16-ft. 6-in. platform body, in very good condition.

1948 BEDFORD 6-tonner, Scammell tractor, 20-ft. platform trailer, P6 engine, in very good condition.

1953 SEDDON 6-tonner, 16-ft. platform body, P6 engine, 8.25 by 20 tyres, special A licence North Western area, 3 by 19 tyres, £1,000.

1942 E.R.F. 4-wheeler, 5-cylinder Gardner engine, 18-ft. platform body, complete with special A licence Metropolitan area, 5 ton, 10-ton and 12-ton.

1950 E.R.F. 8-wheeler, 24-ft. drop-sided body, double-drive axles, 10.00 by 20 tyres, in good condition.

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ALBION 4-wheeler, 1955, fitted with Gardner 4LK engine, 2-speed axle and 16-ft. 6-in. alloy platform, owner-driven from new.

ALBION 6-wheeler Model CX5, March, 1950, with double-drive bogie and 24-ft. platform body.

ALBION Reiver 6-wheeler, December, 1955, with Leyland Comet engine and fitted with a new 22-ft. 6-in. platform body.

LEYLAND Comet 90, Model EC02R, July, 1955, short-wheelbase tipper, good tyres.

DODGE articulated, July, 1955, fitted with P6 engine, B.T.C.-S.A.E. coupling and 20-ft. B.T.C. semi-trailer.

A.E.C. Mammoth Major 8-wheeler, 1936, 7.7 engine, double drive, 24-ft. platform.

BEDFORD 5-ton long-wheelbase, 1949.

E.R.F. December, 1945, fitted with 7.7 engine and 18-ft. platform body.

BEDFORD 10-12-cwt. van, 1953, in clean condition.

PART-EXCHANGES.

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E.R.F. 5LW Gardner 7-8-ton long-wheelbase lorry, 17-ft. 6-in. platform, 1938, £350.

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5-TON DODGE long-wheelbase petrol truck, £155.

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(Supplement)

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NEW BEDFORD COMMERCIALS.

6-Ton short-wheelbase Diesel, 825 by 20 tyres, Edbro 2LN gear, 6-cu.-yd. heavy-duty drop-side body, ex stock, £1,275.

7-Ton short-wheelbase Diesel, 900 by 20 tyres, Edbro 3 LNC gear, 8-yd. alloy body, ex stock, £2,025.

7-Ton long-wheelbase forward-control Diesel, chassis-cab, ex stock, £1,522.

7-Ton long-wheelbase forward-control Diesel, drop-side truck, ex stock, £1,632.

6-Ton long-wheelbase forward-control Diesel, chassis-cab, ex stock, £1,466.

6-Ton long-wheelbase forward-control Diesel, drop-side truck, ex stock, £1,031.

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6-Ton short-wheelbase tipper Diesel, 7-yd. alloy body, 2-speed axle, Edbro gear, cost £1,925, offered at ex stock, £1,325.

TIPPING gears and special bodies to customer's requirements. Reconditioned 300 Diesel R6 and P6 Diesel engines. Four- and five-speed boxes.

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1955 BEDFORD AS long-wheelbase P6 Diesel tipper, £625.

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1956 September, FORD Thames 4D Diesel long-wheelbase truck, 40,000 miles. C-licence operator, in new condition, new tyres, £615.

1955 July, BEDFORD, Model 5 petrol, 7-ton long-wheelbase truck, 825 by 20 tyres, £350.

1954 December, BEDFORD, Model 5 long-wheelbase drop-side truck, good order, good 825 by 20 tyres, painted to customer's colours, £325.

1954 February, BEDFORD 5-ton, Model AS petrol long-wheelbase truck, 750 by 20 tyres, £315.

1953 BEDFORD Model 5 7-ton petrol long-wheelbase truck, good order, 825 by 20 tyres, £375.

1948 5-ton long-wheelbase BEDFORD tipper, good order, £125.

1946 5-ton long-wheelbase BEDFORD tipper, good order, £125.

1948 5-ton short-wheelbase AUSTIN tipper, good order, £110.

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1957 BEDFORD Utilabrake, as new, £495.

1956 BEDFORD 10-12-cwt. H.D.T.S., £350.

1955 BEDFORD 10-12-cwt., £310.

1953 MORRIS 10-cwt. J, £190.

1953 MORRIS Cowley 10-cwt., £225.

1952 AUSTIN A40 pick-up, £185.

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HIGH STREET.

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776-48

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1955 GUY 8-wheeler and trailer with special A licence Metropolitan area, 8 tons 13 cwt.

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1954 GUY Otter, Perkins P6 engine, Eaton 2-speed axle, 16-ft. 6-in. timber body.

1953 SEDDON, Perkins P6 engine, 16-ft. 6-in. body, E.C.C. of three.

1951 FODEN, Gardner 4LK, 19-ft. body with 18-in. sideboards.

1951 THORNCROFT, Albion Chieftain engine, 15-ft. 6-in. timber body.

1949 A.E.C. Monarch Mark III, long wheelbase, 7.7 engine, 21-ft. timber body.

1949 THORNCROFT sturdy, Thorncroft oil engine, 16-ft. 6-in. body, double drive.

1948 ALBION CXN Diesel, 18 ft. body.

1947 A.E.C. Mammoth Minor, 7.7 engine, 20-ft. timber body.

1945 E.R.F. twin steer, A.E.C. engine, 5-speed gearbox, 12-ft. wheelbase.

1943 ATKINSON 6-wheeler, 6LW engine, double drive, 22-ft. timber body.

CHOICE of Maudslay Mogis, Mustangs and Millitons. Also E.R.F. twin steers. 776-432

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FODEN 6LW, double-drive, 12-speed box, air brakes, 8-wheeler chassis and cab.
A.E.C. Mercury Mark I and II.
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A Leyland Comet engines, 6-speed box, choice of four.
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1951 LEYLAND 8-wheeler.
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1948 LEYLAND 8-wheeler.

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1956 ALBION Reiver, Leyland Comet engine, immaculate.
1955 COMMERCIAL 2-stroke.
1953 DODGE, R6, immaculate.

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1952-55 ALBION Chieftains long-wheelbase. Choice of two.
1948 CX ALBION chassis and cab.
1945 48 E.R.F. Choice of 10 from £350 each.

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1949 E.R.F. Twin Steer.
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1956 BEDFORD, fitted with Perkins P6, A-type tipper.
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1952 ALBION HD model 6-wheeler, double-ram rear.
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1954 BEDFORD 7-ton tipper, petrol, standard body and gear, choice of two from £550.
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1954 DENNIS Stork Diesel 3-ton van, one owner, 475.
1956 SEDDON 3-ton Diesel truck and tilt, £550.
1956 BEDFORD 5-ton truck, petrol, in excellent condition, £575.
1955 BEDFORD short-wheelbase tipper, petrol, £495.
1954 BEDFORD 8-ton Scammell unit, Diesel, with 20-ft. pole trailer, £575.
1952 BEDFORD 10-ton Scammell unit, petrol, £295.
1952 BEDFORD 7-ton truck, petrol, £295.
1952 BEDFORD 7-ton truck, petrol, £295.
1950 BEDFORD 5-ton long-wheelbase tipper, £195.
S SELECTION 10-12-cwt. vans, Dormobiles, etc.

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OFFER:—

NEW E.R.F. 8-wheel, double-drive, 6-cylinder Gardner engine, 21ft. alloy-bodied hydraulic tipper, special A licence can be supplied East Midlands, Metropolitan or North Western area.
NEW DODGE 7-ton 6-wheel Boy's tipper.
NEW DODGE 7-ton 15-ft. hydraulic tipper, new type, or long-wheelbase 20-ft. flat, can be supplied with special A licence, Yorkshire or East Midlands area.
1948 ATKINSON 8-wheel, double-drive, 21-ft. hydraulic tipper, Edbro gear, 6-cylinder Gardner engine, 40 by 8 tyres.
1950 FODEN 8-wheel, double-drive, 21-ft. hydraulic tipper, Pilot gear, 40 by 8 tyres, Gardner engine.
1954 FODEN 6-wheel, double-drive, 2-stroke, 17-ft. tipper.
1952 FODEN 8-wheel, double-drive, 22-ft. steel body, hydraulic tipper, 2-stroke engine, very clean.
1946 LEYLAND Hippo 6-wheel, double-drive, 18-ft. steel body, hydraulic tipper.
A ANY of the above machinery can be supplied with special A licence.
1956 FORD D 12-ft. hydraulic tipper, high sided.
1950 DENNIS Pax short-wheelbase hydraulic tipper, new P6 engine, resprayed.
1954 SEDDON 14-ft. hydraulic tipper.
1956 SEDDON long-wheelbase hydraulic tipper, very clean, choice of two.
1955 Rebuilt E.R.F. twin-steer, 16-ft. alloy-bodied hydraulic tipper, 5-cylinder Gardner, £750.
1956 BEDFORD long-wheelbase 7-ton hydraulic tipper, 15-ft. drop-sided body.
1954 BEDFORD long-wheelbase 16-ft. drop-sided truck, R6 engine.
1951 ALBION Chieftain, 16-ft. flat.
1949 FODEN 4-wheel, fitted 4LW Gardner engine, 18-cwt. chassis.
1952 ATKINSON 22-ft. hydraulic tipper, drop-sided body, 40 by 8 tyres.
1955 LEYLAND Comet, 18-ft. alloy body, new engine.
1954 Late DODGE 6-ton 13-ft. drop-sided body, Edbro gear.
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1946 BEDFORD 1,000 cube Luton van.
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THE vehicles advertised have been conditioned up to our well-known standard and are covered by our
USED GOODS VEHICLES WARRANTY.
SIGNED by a director of the company.

1957 LEYLAND Comet, large-capacity tipper.
1953 DODGE 5-ton P6 flat.
1954 BEDFORD 7-ton R6 long-wheelbase timber tipper.
1954 COMMERCIAL Q4, P6, long-wheelbase drop-side truck.
1955 August, AUSTIN P6 tipper.
1951 AUSTIN P6 drop-side truck.
1957 August, LEYLAND Comet 20-ft. drop-side truck.
1957 July, FORD 5-ton Trader drop-side truck.
1949 COMMERCIAL Q4 5-ton van.
1956 October, B.M.C. 7-ton flat.
1943 October, E.R.F., 5LW Diesel engine, double-drop-side truck.
IF the vehicle you require is not amongst the above, please contact us as our stocks are constantly changing.

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COMMERCIAL VEHICLE SPECIALISTS.
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1936 A.E.C. 7.7 8-wheeler flat, fitted booster box, single drive, medium wheelbase, suitable for tipper, good condition, recently rebuilt, cheap to clear, £295.
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1954 FORD Thames E77 platform lorry, fitted Perkins P6, general condition, very good.
1954 AUSTIN Loadstar Diesel P6 5-ton long-wheelbase platform, heavy-duty equipment, £295.
1948 E.R.F. Model C14 platform lorry, fitted Gardner 4LW, tyre equipment very good.

PART-EXCHANGES

AND

H.P. TERMS

AVAILABLE.

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WILDE AND BENNETT, L. TD.

BRAND-NEW Commer T33, Bedford, Albion Chieftain and similar 7-10-ton long-wheelbase lorries with special A licences East Midlands, North West, Metropolitan and South Eastern Areas.

1957 (Late) GUY 8-wheeler lorry, double drive, 25-ft. drop-side body, air brakes, etc., very small mileage and has been very carefully used and maintained by owner-driver and is as new, fitted many extras, cost £5,500, our price for quick disposal only £3,650, or available with special A licence most areas.

1955 Model LEYLAND Comet 8-10-ton long-wheelbase lorry, 19-ft. platform, very clean, £1,250, available with special A licence North West Areas.
1954 AUSTIN FC 5-ton long-wheelbase tipper, Pilot twin-ram gear, 15-ft. panel-sided body, only £375.

1941 A.E.C. Matador 10-ton long-wheelbase lorry, 7.7 engine, with special A licence 4 tons 15 cwt. North West only £1,450.

1951 BEDFORD 5-ton long-wheelbase lorry with special A licence North West and Northern Areas, £975.

1952 Model AUSTIN Loadstar 5-6-ton long-wheelbase drop-side lorry, exceptionally clean and good condition, having been owner-driven and maintained and looks as new and has to be seen to be believed, only £195, or available with special A licence Northern and North West Areas, £1,000.

1955 LEYLAND Comet tipper, 8-10-ton, smart and clean, £1,650.
1955 BEDFORD 5-ton long-wheelbase lorry, small mileage, one owner, very clean, only £395, or available with special A licence Northern and North West Areas, £1,200.

1951 MAUDSLAY 8-10-ton long-wheelbase lorry, 20-ft. platform, clean and good condition, only £475, available with special A licence North West Areas, £1,850.

1955 BEDFORD 5-ton long-wheelbase tipper, very clean and good condition, one careful owner, only £495, available with special A licence Northern, North West and East Midlands Areas.

1948 THORNYCROFT Sturdy Diesel 6-ton long-wheelbase lorry, exceptionally clean and good, only £95.

1952 THORNYCROFT Sturdy Diesel 6-7-ton long-wheelbase lorry, with special A licence 3 tons Northern and North West Areas, £1,250.

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ATKINSON 8-wheeler, Gardner 6LW, air brakes, double drive, 40 by 8 tyres.
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COMMERCIAL 10-ton Unipower 6-wheel, Rootes Diesel, air brakes, 22-ft. 6-in. long body.

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1937 A.E.C. 8-wheeler, 7.7 engine, platform.
1952 BEDFORD 5-ton platform body.
E.R.F. 1955 8-wheeler, 6LW engine, platform.
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1948 2-ton AUSTIN tipper, in good running order.
1946 ATKINSON 6-wheeler, twin drive, Gardner 6-cylinder engine.
1955 SEDDON, fitted with Boys trailer axle, 23-ft. body, wrap-round screen, Perkins P6 engine.
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1952 3-ton boxvan, one owner, very clean.
1956 AUSTIN A40 van, one owner, very good order.
1951 BEDFORD 10-12-cwt. van.
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1956 BEDFORD 10-ton R6 Diesel tractor unit with Scammell coupling, £750.
1956 October, DODGE tractor unit, P6, 5-speed gearbox, 2-speed axle, Scammell coupling, 750 by 20 Michelin tyres, in excellent condition, £795.
1955 BEDFORD 10-ton Scammell tractor unit with Meadows Diesel engine, in good condition, £685.
1954 BEDFORD 10-ton R6 Diesel tractor unit with patented Fox Scammell attachment, which will accept either Scammell S.A.E. king-pin or Scammell attachment, £550.
1948 COMMERCIAL QX 8-ton petrol tractor unit with Hands attachment, excellent tyres, £65.

TIPPERS.

1954 BEDFORD 7-ton R6 long-wheelbase tipper, twin-ram tipping gear, excellent double-drop-side tipping body, 14 ft. 6 in. long exceptional condition, £875.

TRUCKS.

1957 BEDFORD 6-ton 300-cu.-in. Diesel, forward control platform truck, 17-ft. 6-in. body, high-loading board, tool box 7-ton spring, £25 by 20, 12-ply tyres, immaculate machine, £1,000.
1957 B.M.C. platform lorry, Diesel, B.M.C. power steering, 2-speed axle, 900 by 20 tyres, 3-piece wheel, in grey primer and reconditioned throughout, £1,025.
1957 June, BEDFORD 5-ton long-wheelbase normal-control platform truck with Bedford own 300-cu.-in. Diesel engine, standard tyre equipment, in excellent condition with new 15-ft. body and with high-loading board, £885.
1950 DENNIS Max Diesel long-wheelbase platform truck, £265.
1954 BEDFORD petrol 5-ton long-wheelbase platform truck, £265.
1954 BEDFORD 5-ton long-wheelbase drop-side truck, £225.
1948 COMMERCIAL QX 7-ton long-wheelbase drop-side lorry, ready for immediate use, £75.
1956 September, BEDFORD 5-ton P6 long-wheelbase chassis-cab, £775.
1957 BEDFORD 5-ton Diesel long-wheelbase chassis and cab, £780.
1957 April, BEDFORD 5-ton long-wheelbase P6 Diesel chassis-cab, £780.
1947 BEDFORD 5-ton long-wheelbase petrol flat-platform truck, £150.
1946 BEDFORD 5-ton long-wheelbase petrol platform truck, in above-average condition, £120.
1954 BEDFORD petrol 5-ton long-wheelbase platform truck, £265.

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1956 July, 10-12-cwt. van, maroon, in good condition, £250.
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1950 COMMERCIAL 25-cwt. van, in good condition, excellent tyres, £110.
1955 October, AUSTIN A40 pick-up, immaculate condition, fitted with heater, excellent tyres, £265.
1955 March, AUSTIN A40 pick-up, in excellent condition, fitted with heater, £225.
1954 BEDFORD Dormobile, £275.
1956 BEDFORD Kenex Roadmaster, in pearl grey and red, fitted radio, chrome bumper and chrome wheel discs, £325.

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DODGE 1956, metal-bodied tipper, 9 ft. by 3 ft., Perkins P6 engine, very good condition.
BEDFORD 5-ton long-wheelbase petrol tipper, rebuilt 1955, 13-ft. wooden body, in sound condition.
SENTINEL 1956 Light 6-wheeler with 21-ft. drop-sided body, servo brakes, 4-cylinder D.I. engine in excellent condition, tyres very good.
AUSTIN long-wheelbase 5-ton twin-ram end tippers, fitted Perkins P6 engines, good tyres and general condition, 14-ft. drop-side bodies, choice of two.
MAUDSLAY Mustang, 1948, fitted A.E.C. 7.7 engine, 5-speed gearbox, 20-ft. platform body, in very good condition.
SENTINEL 4-wheel twin-ram end tipper, 13-ft. 6-in. drop-side body, 1953, fitted 4-cylinder D.I. engine, servo brakes, good condition.

PART-EXCHANGES. HIRE-PURCHASE.

INSURANCE.

776-122

Used Goods Vehicles (contd.)

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MIDLANDS.

1954 BEDFORD 7-ton long-wheelbase (Diesel) drop-side (first registered December, 1953), new engine, guaranteed, £825.
1951 BEDFORD O-type 5-ton long-wheelbase (Diesel) drop-side, new 15-ft. body, repainted in red, guaranteed in excellent condition, £325.
1954 BEDFORD 5-type (petrol) motive unit, straight vehicle, £300.
1953 DODGE 5-ton short-wheelbase (Diesel) tipper, £425.
1942 BEDFORD 8-ton O-type tractor unit with semi-drop-frame trailer, well tyre, £120.
1950 BEDFORD O-type 5-ton long-wheelbase (petrol) tipper on excellent tyres, completely reconditioned, £265.
1953 BEDFORD 7-ton long-wheelbase (Diesel) tipper, in excellent condition, £475.
A N excellent range of BEDFORD and other makes of light vans at reasonable prices.
1940 SCAMMELL 8-wheel artic. (Model N8) 24-ft. sided trailer, 15-tonner, unladen weight 7 tons 18 cwt., with special A licence (West Midland Area).
W ANTED, two special A licences (West Midland Area) 4 tons 12 cwt.
N EW BEDFORD vehicles (all models) in stock or early delivery.

CONFIDENTIAL HIRE-PURCHASE TERMS.

WANTED URGENTLY, BEDFORD TRUCKS OF EVERY DESCRIPTION IN PART-EXCHANGE.
SEND FOR OUR COMPREHENSIVE LIST OF GOOD USED MACHINES.

BUY YOUR BEDFORD AT BYATTS.

TOM BYATT, L.TD.

FENTON, STOKE-ON-TRENT.

TERMS. EXCHANGES.

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1953 MORRIS 5-ton Diesel.
1952 GUY platform, Gardner 4LK engine, Eaton 2-speed axle.
1947 SEDDON platform.
1948 MAUDSLAY twin-steer with special A (Yorkshire area).
N EW DODGE 146 AR6 double-drop-side.

PARRS (LEICESTER), L.TD.

ABBAY LANE, LEICESTER.

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OXFORD ROAD.

RYTON-ON-DUNSMORE, COVENTRY.

THE MIDLAND PERKINS SPECIALISTS.

NO REASONABLE OFFER WILL BE REFUSED

FOR—

1954 MORRIS Minor van, £325 (two).
1954 MORRIS Cowley van, £310.
1955 FORD 10-cwt. van, £295.
1955 FORD 5-cwt. van, £325.
1952 VULCAN 7-ton long-wheelbase Model 7GF, £385.
1954 BEDFORD 7-ton long-wheelbase Diesel, £625.
1955 FORD Sussex, 14-cu.-yd. metal body, £575.
A USTIN 6 by 4 chassis-cab, Diesel, £175.

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HEAVY BREAKDOWN SERVICE AVAILABLE.

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PETERBOROUGH ENGINEERING CO.

N EW GUY Warrior 15-ft. 9-in.-wheelbase chassis-cab.
N EW DODGE 3126AF chassis-cab.
N EW DODGE 3146Y chassis-cab.
1956 DODGE 146A-R6 18-ft. drop-side truck, £875.
1955 FORDSON 4D 4-cu.-yd. standard tipper, £525.
1951 COMMERCIAL 7-ton QX 17-ft. light-alloy drop-side, clean, £365.
1956 YORK 17-ton 25-ft. tandem trailer, £875.
1942 SCAMMELL 8-ton 18-ft. trailer, £150.

44 EYE ROAD.

PETERBOROUGH.

Phone 6161.

776-225

Sept. 12, 1958—THE COMMERCIAL MOTOR 61
(Supplement)

Used Goods Vehicles (contd.)

BIRMINGHAM COMMERCIAL OFFER:—

1956 ALBION 5-ton short-wheelbase tipper.
1954 BEDFORD 7-ton long-wheelbase tipper.
1955 BEDFORD 5-ton long-wheelbase tipper, P6.
1955 BEDFORD 7-ton long-wheelbase, special A.
1950 FODEN 8-wheeler, special A.
1950 FODEN 6-wheel tipper.
1951 FODEN 8-wheel tipper.
1953 FODEN artic. 23-ft. trailer, special A.
1951 FODEN 8-wheel tipper.
1950 SENTINEL 6-wheel tipper.
T ERMS and exchanges.

560 COVENTRY ROAD,

BIRMINGHAM, 10.

Phone, Victoria 0437-8.

776-194

P.L.P. MOTORS, L.TD.

SHOWROOMS AND SALES CONTROL.

44-48 WINNICK ROAD,

WARRINGTON 34636.

1957 10-12-cwt. van, very clean condition, colour black, extra seats, £400.
1955 AUSTIN A40 Countryman, radio, heater, £425.
1953 FORDSON van with side windows, good condition, £180.
1952 BEDFORD long-wheelbase drop-side lorry, £300.
1943 AUSTIN 5-ton short-wheelbase tipper, £65.
S EE the full range of new BEDFORDS in our showroom. 776-156

JACKSON

FOR

MODERN SELECTED VEHICLES.

A USTIN Loadstar, 1953, short-wheelbase wooden body tipper, P6 engine, well tyre, repainted and ready for work. Choice of three.
A USTIN 3-ton Diesel long-wheelbase truck, 1956, 14-ft. 6-in. body, nominal milcage, excellent order.
B EDFORD, 1956, 5-ton P6 engine tipper, short-wheelbase, excellent order, ready for work.
B EDFORD, 1955, 7-ton long-wheelbase petrol tipper 16-ft. 6-in. body, double-drop-side, very good condition.
B EDFORD, 1954, short-wheelbase petrol tipper, U-shaped body, ex owner driver, very good condition.
C OMMERCIAL, 1954, 7-ton petrol tipper, Telechois arse, 11-ft. body, very good machine.
M ORRIS-COMMERCIAL, Diesel 30-cwt. van, LDO2 model, 1956, in excellent condition throughout.
B EDFORD, new model, F.C. 6-ton, Vauxhall Motors Diesel, 1957, nominal milcage, opportunity to buy almost a new truck.

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LANGLEY, NEAR BIRMINGHAM.

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FERRARIS OF CRICKLEWOOD, L.TD.

200-220 CRICKLEWOOD BROADWAY,

N.W.2.

Gladstone 2234-5-6-7.

AUSTIN.

1955 AUSTIN A30 van with raised roof.

1949 AUSTIN A40 pick-up.

DODGE.

1951 DODGE 6-ton boxvan with 2-speed axle.

1954 DODGE 5-ton P6 long-wheelbase truck; also 1949-51 petrol and Diesel models.

1952 DODGE 101AP 13-ton articulator, complete with platform trailer.

FORDSON.

1956 FORDSON 5-cwt. van.

1956 FORDSON 7-cwt. van.

1955 FORDSON 10-cwt. vans; choice of several.

1951 FORDSON 10-cwt. Luton van.

1956 FORDSON 3-ton 950-cu.-ft. Luton, new body.

1956 Cost Cutter engine, FORDSON 4D Diesel tipper.

MORRIS.

1952 MORRIS 10-cwt. Cowley pick-up.

1957 15-cwt. J2 van.

VOLKSWAGEN.

1956 VOLKSWAGEN van, in blue.

776-280

B45

Used Goods Vehicles (contd.)

CHANDLERS MOTORS, L. TD.

TRUCKS and units:—

- 1956 BEDFORD 5-ton long-wheelbase truck, 20,000 miles with Bonalack engine and Duramin body, like new, immaculate, choice of two.
1956 DODGE 105, Diesel, long wheelbase, reconditioned engine, 9.00 by 90 tyres, £625.
1956 FORD 4D Diesel 5-ton truck, in first-class condition, £520.
1954 BEDFORD 10-ton Diesel, Scammell unit, in excellent order, £490.
1955 BEDFORD A-type Scammell petrol unit, C-licence operator, £400.
1954 October, BEDFORD 7-ton, R6, platform body, in excellent condition, £495.
1951 BEDFORD Diesel 5-ton drop-side truck, £225.

TIPPERS.

- 1954 BEDFORD A-type 5-ton long-wheelbase tipper, Duramin body, Anthony boat tipping gear, £490.
1953 BEDFORD tipper, 5-ton, long wheelbase, Edbro gear, in very good condition, 80% tyres, £325.
1950 AUSTIN Loadstar long-wheelbase tipper, £195.

LUTON vans and pantechinons.

- 1954 AUSTIN 3-ton with meat body and hanging rail, excellent condition, £395.
1954 BEDFORD 5-ton boxvan, 1,000 cu. ft., £300.
1953 AUSTIN 5-ton pantechinon, 900 cu. ft., with drop seat, Climax body, £380.
1951 BEDFORD 5-ton Luton integral cab, 1,000 cu. ft., low loading, £295.
1950 FORD Thames Diesel P6 with 1,300-cu.-ft. Plymax body, in excellent condition, £350.

CHANDLERS MOTORS, LTD., 71 Greenwich South St., London, S.E.10.

GRE 2033-4.

776-349

SHELDON MOTOR SERVICES,

2119 COVENTRY ROAD,
SHELDON, BIRMINGHAM, 26.
Phone, Sheldon 4386-7-8.

AUSTIN 25-cwt. van, 1954, now being repainted.

AUSTIN 2-3-ton Loadstar truck, £175.

A.E.C. 7.7 8-wheeler, good tyres and fine mechanical condition, £450.

BEDFORD 2-3-ton platform, 1946, good runner, £45.

COMMER Q4 1955 5-ton long-wheelbase truck, £275.

COMMER 5-ton Q4 Luton van, in sound order, £185.

MORRIS J-type van, first-class order, £256.

776-268

FRANK G. GATES, L. TD.,

MAIN FORD DEALERS,
GATES CORNER, E.18.
Wan 6633.

1947 BEDFORD 4-cu.-yd. tipper, very clean, £110.

1949 COMMER 7-ton, underfloor engine (petrol), float.

1952 AUSTIN 3-way van, primer, very sound, £150.

1952 DODGE 2-ton all-metal boxvan, £175.

1957 AUSTIN 15-cwt. steel pick-up, £425.

776-272

BLACKBIRD HILL GARAGE, L. TD.,

BLACKBIRD HILL, KINGSBURY, N.W.9.
Phone, Colindale 6134.

COMMERCIAL VEHICLE CENTRE.

1954 A40 Countryman, £400.

1957 BEDFORD CAV van, £380.

1955 AUSTIN A40 van, extra seat, £320.

1951 AUSTIN A70 van, new engine, £200.

1958 AUSTIN A35 pick-up, £495.

NEW

EARLY delivery of all Austin, Morris and Ford commercial vehicles.
IMMEDIATE delivery AUSTIN 152 Omnivan, choice of colours; also Austin 152 Omnicoach.

IMMEDIATE delivery FORD 7-cwt. van; new Thames Trader 3-ton long-wheelbase truck.

TWO new A35 vans in stock, colour green.

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COM MOTORS, L. TD.

1958 MORRIS J2 15-cwt. chassis, fitted with large-capacity Hawson body, 6 ft. 6 in. interior height, cost £850, small mileage, £535.

1952 MORRIS 15-cwt. PV 15-30-cwt. van, reconditioned throughout, £175.

LARGE variety of used commercial vehicles, always available and covered by our three months' guarantee.

FORTRESS GROVE, Foreness Rd., Kentish Town, London, N.W.5. Gulliver 5888-9.

776-266

B46

Used Goods Vehicles (contd.)

HALE MOTORS (TOTTENHAM), L. TD.,

THE HALE, N.17.
Tottenham 7771 (four lines).

VANS.

- 1957 FORD 7-cwt. van, plain red, extra seat, wipers, etc.; choice of two.
1956 BEDFORD 10-12-cwt. C.A.V. van; choice of two.
1953 COMMER 2-ton boxvan, large capacity, integral cab; also 1951 similar, both with side loading doors.

TRUCKS.

- 1953 AUSTIN Loadstar 5-ton long-wheelbase double-drop-side truck, petrol, a really exceptional vehicle.
1956 AUSTIN A40 pick-up truck, 20,000 miles, very clean vehicle.

TIPPERS.

- 1949 BEDFORD 5-ton short-wheelbase petrol hydraulic tipper, steel body.

NEW VEHICLES.

AUSTIN, Ford Rootes Group.

COMPREHENSIVE stocks always held.

776-295

MAYDAY MOTORS, L. TD.,

DODGE DISTRIBUTORS.

- 1955 Thames 4D, complete truck in first-class condition, £495.
1955 6-ton DODGE tipper, Model 103, P6 Perkins Diesel, 6 cu. yd., drop sided, hollow plank constructed light-alloy body, in first-class condition, £825.
1957 Thames Trader 4D 5-ton trucks, long-wheelbase 15-ft. 6-in. drop-side body, choice of three in first-class condition, at £960.
1958, September, BEDFORD 7-ton long-wheelbase truck, as new, mileage 270 only, Bedford Diesel engine, 2-speed rear axle, in primer colour, £1,475.
MAYDAY RD., Thornton Heath, Croydon. Thornton Heath 3473.

776-298

SIMPSON'S MOTORS (WEMBLEY), L. TD.,

345 HIGH ROAD,
Phone, Wembley 3903, 8691, 4422.

1948 3-horse 3-groom horsebox with Harrison coach.

1951 STANDARD Vanguard estate.

1947 ALBION furniture van, 680 cu. ft., choice of three.

1947 COMMER van, 30 cwt.

1954 FORD gown van.

1949 FORD 10-cwt. van; choice of three.

1947 GUY Vixen furniture van, 950 cu. ft.

1949 STANDARD Vanguard estate car; choice of two.

776-261

1954 AUSTIN A40 gown van, one owner, excellent condition, guaranteed, £275.

1952 BEDFORD 2-ton boxvan, good condition, £185.

1954 MORRIS J-type personnel carrier, excellent condition, guaranteed, £300.

CHOICE of new light vans in stock.

CAMPBELL SYMONDS AND CO. L. TD.,

FORTY AVENUE, WEMBLEY.
Arnold 7771.

776-262

THE NIGHTINGALE ENGINEERING CO.,

L. TD.

NEW ATKINSON L1786 double-drive chassis cab, immediate delivery.

NEW ATKINSON L644 LWL chassis-cab, immediate delivery.

1958 (Registered) FODEN 6-wheeler platform, double drive, 40 by 8 tyres, small mileage, choice of two.

1955 ALBION Clydesdale, 20-ft. platform, good mechanical condition; choice of two.

1955 ATKINSON 8-wheeler, 24-ft. platform, auto tube, 40 by 8 tyres, immaculate vehicle.

1954 SCAMMELL 8-wheel chassis-cab, very good mechanical condition throughout.

WESTERN LANE, London, S.W.12. Battersea 2193.

776-305

S'PURLING CITY DEPOT OFFER:—

1956 BEDFORD Utilibroke 12-seater, good condition.

1956 AUSTIN A40 gown van.

1952 BEDFORD 2-3-ton long-wheelbase boxvan, roller-shutter rear.

HIRE-PURCHASE. PART-EXCHANGES.

176-9 SHOREDITCH HIGH STREET.

LONDON, E.1.

Phone, Shoreditch 8433.

776-301

Used Goods Vehicles (contd.)

HENDY FOR FORD.

EARLY OR IMMEDIATE DELIVERY ON ALL THAMES MODELS.

- 1957 Thames Trader, 5-ton long-wheelbase truck, £1,250.
1955 BEDFORD Roadmaster, £325.
1954 Thames 3-ton 4D long-wheelbase, £390.
1954 Thames 2-ton 4-cylinder petrol van, galvanized lining, £350.
1951 SEDDON long-wheelbase truck, exceptionally good, £375.
1952 DODGE 5-ton long-wheelbase, P6 engine, £420.
1951 DODGE 4-ton platform truck, Dimel, £350.

PERCY HENDY, L. TD.,

VINCENT'S WALK, SOUTHAMPTON.
Phone, Southampton 28331.

ALSO AT CHANDLERS FORD. PHONE 2271, 776-395.

R. A. J. JORDAN, L. TD.,

MAIN DENNIS DISTRIBUTORS

(NO CONNECTION WITH ANY OTHER FIRM.)
FOR GOOD USED VEHICLES.

- 1949 DENNIS Pax, normal control, petrol, long wheelbase, 7.50 by 20 tyres, one owner, ex-brewery, platform body.
1949 DENNIS Max, Diesel, 5-speed, 19-ft. body, 30 by 8 tyres.
1948 BEDFORD 5-ton drop-side truck, good tyres, splendid condition.

NEW.

1958 DENNIS Pax III Diesel forward-control 7-ton chassis and cab, 8.25 by 20 tyres, body to requirements.

IVEL WORKS,

BIGGLESWADE.

Phone 2265.

776-355

SOUTHERN COUNTIES GARAGES, L. TD.,

HIGH STREET, CRAWLEY, SUSSEX.
Phone 25666.

AUSTIN AND FORD COMMERCIALS.

- A New AUSTIN 4-ton van and pick-up in stock.
OFFER the following vehicles, mostly carrying three months' written guarantee:—
1957 AUSTIN 152 van, low mileage, £495.
1950 BEDFORD 5-ton cattle truck (container type), £295.
1955 FORD 10-cwt. van with windows, £275.
1955 FORD 4D 2-3-ton short-wheelbase drop-side truck, £425.
1956 FORD 10-cwt. van, one owner driver, £315.

PERCY D. SLEEMAN, L. TD.,

LONDON COMMERCIAL DEALERS.

- NEW COMMER Rootes Diesel, long wheelbase, air brakes, drop-side truck, with special A licence.
NEW COMMER tractor, Scammell coupling, air brakes, Rootes Diesel.
NEW COMMER Unipower 6-wheeler chassis-cab, air brakes, 9.00 by 20 tyres, 21-ft. 6-in. platform, painted, price £2,712.
NEW COMMER 14-ton forward-control light Diesel super-capacity van.
NEW COMMER express delivery van.
1957 DODGE QR6 Mk. II, 17-ft. 6-in. body.
1954 DODGE R6 Mk. II engine, 18-ft. body, Metropolitan A licence.
1953 BEDFORD 5-ton, long wheelbase.
1956 Vanguard 15-cwt. van, excellent condition.

38 UXBRIDGE ROAD,

EALING, W.5.

Phone, Ealing 7987; Uxbridge 5022.
After hours, Western 1321.

776-425

- 1951 ALBION CX1N model tipper with 14-ft. steel body.
1954 BEDFORD 7-ton long-wheelbase Diesel tipper.
1949 BEDFORD 5-ton long-wheelbase Diesel truck.
1952 DODGE 3-ton petrol tipper.
1954 DODGE 7-ton long-wheelbase Diesel tipper.
1952 FODEN 8-wheel platform.
1953 FODEN 8-wheel tipper with Gardner engine.
1956 A.E.C. Mercury with 21-ft. platform body.
1956 November, LEYLAND Comet, Model ECOS24R with 20-ft. platform body.
H.P. And insurance facilities available.
WINGERWORTH SERVICE STATION, LTD., Derby Rd., Wingerworth, Chesterfield, Derbyshire, Chesterfield 3527 and 7833.

776-66

Used Goods Vehicles (contd.)

ROOTES, L.T.D.

ARE able to offer (subject to remaining unsold) a number of Agricultural Show vehicles, ranging from 1 ton to 12 tons in capacity. None of these vehicles have done a big mileage, and all carry a guarantee.

PLEASE LET US KNOW YOUR REQUIREMENTS.

ROOTES, L.T.D.

C.V. SALES.
BAILLY ROAD, W.10.
Ladbroke 3232. 777-6614

VULCAN lorry, very good condition, first registered 30.4.51.
BEDFORD drop-sider (petrol), fair condition throughout, first registered 25.3.43.
AUSTIN A35 van, first registered 1.6.57, in excellent condition, colour green.
COMMER express delivery van, first registered June, 1957, in excellent condition.
MORRIS MINOR pick-up truck, in good condition, first registered January, 1955.
MORRIS 30-cwt. drop-sided truck, registered April, 1955, in excellent condition.
BEDFORD Lewis road sweeper, in good working order, first registered 13.6.40, cheap to clear.
THORNCRIFT drop-sided lorry, Diesel, in good working order, fitted with Service engine, well tired.

NEWCASTLE (STAFFS) MOTOR CO., L.T.D.

NEWCASTLE ROAD,
TRENT VALE,
STOKE-ON-TRENT.
Phone 64621-2-3. 776-371

MYERS COMMERCIALS, LTD., Olympia Buildings, Bradford

Phone 31726. New and used vehicles.
776-726

1954 MORRIS COMMERCIAL 5-ton (Diesel engine and overdrive), normal control, short-wheelbase tipper, good condition, £260.
1949 **COMMER** QX 7-ton long-wheelbase drop-side truck, £125.

ERRINGTONS, Evington, Leicester. Phone 38102-3. 776-219

1950, June, 7-ton standard **COMMER** tipper, tyres as new, £275.
1947 **BEDFORD** long-wheelbase tipper, £110.

1947 **AUSTIN** roller-shutter van, £50. Stevens, 163 Chase Cross Rd., Romford (46942), Essex. 776-237

W. HAROLD PERRY, LTD., offer the following selection of used vehicles:

1955 5-cwt. vans, excellent condition, £350.

1956 7-cwt. vans, excellent condition, £355.

1956 **FORDSON** 10-cwt. van, excellent condition, £265.

1956 November, A35 van, as new, £355.

1956 A40 van, £355.

1956 December, **AUSTIN** Omnivan, 15-cwt. repainted, £425.

1954 October, **AUSTIN** 2-3-ton Diesel, boxvan, repainted, £445.

1956 **STANDARD** 6-cwt. van, excellent condition, £300.

1957 **BEDFORD** Utilibrake, 15,000 miles, 2-tone blue, excellent condition, £475.

1957 **HAROLD PERRY, LTD.**, main **FORD** dealers, Hilsea Works, North Finchley, N.12. Phone: Hillside 8889.

W. INCHVA Works, North Finchley, N.12. Phone: Hillside 8889.

SMITH AND BLACKWELL, Ltd., offer:—

1954 November, **COMMER** 8-cwt. van, green, good condition, one owner, £285.

1956 May, **COMMER** 8-cwt. van, blue, very good condition, one owner, £385.

1955 December, Thames 5-cwt. van, maroon, good condition, one owner, £315.

1950 **COMMER** QX 7-ton short-wheelbase platform, £165.

1950 **COMMER** QX 7-ton long-wheelbase platform, engine overhauled, good runner, £260.

1953 **BEDFORD** 2-3-ton Luton van, 650 cu. ft., very good condition, £335.

1951 **TROJAN** gown vans, choice of two at £135.

325 **ESSEX RD.**, Illington, N.1. Canonbury 6451. 776-343

WESTMORELAND AUTOMOBILES, LTD., Wakefield. Phone 2664. 1955 Thornycroft Sturdy

7-ton Diesel tipper, 15-ft. body, 39-in. deep sides. 1957

Commer 25-cwt. mobile grocer's shop, 3,500 miles. 1955

Seddon 7-ton Diesel tipper, 14-ft. 6-in. body, 42-in. deep sides. 776-21083

1953 **AUSTIN** Diesel 5-ton long-wheelbase tipper, U-shaped body, 8.25 by 20 tyres, excellent condition, £375.

1953 **H.D.** **FRAMER** 5-ton short-wheelbase tippers, all in good condition from £425.

COX'S MOTORS (HILL TOP), LTD., 127 Hill Top, West Bromwich. Phone, Wednesbury 0470, 1947. 776-73

E. RAYMENT, L.T.D.

DODGE DISTRIBUTORS FOR EAST LONDON.

DODGE 106AP platform, October, 1954, Diesel, good condition, H.D. equipment, repainted.

DODGE 101 5-ton trucks, platforms and vans, Diesel and petrol, cheap to clear.

FORD (new) Trader 5-ton chassis and cab, 152-in. wheelbase.

NEW DODGE fully forward- and nominal-control vehicles for early delivery.

NEW Perkins engines and exchange units from stock.

334 340 ROMFORD RD., London, E.7. Maryland 4772-3-4. 776-319

Used Goods Vehicles (contd.)

COUNTY OAK SERVICE STATION, L.T.D.

VAUXHALL-BEDFORD MAIN DEALERS,
LONDON ROAD, CRAWLEY, SUSSEX.
Phone, Crawley 25475-6-7.

NEW 7-ton long-wheelbase **BEDFORD**, 16-ft. double-drop-side truck body.

BEDFORD 1950 10-12-cwt. van, very clean, £140.

BEDFORD 1947 long-wheelbase truck, £125.

COMMER 1955 15-cwt. Superpoise van, immaculate condition, one owner, £360.

AUSTIN 1947 2-ton meat van, £175.

AUSTIN 1948 2-ton 3-way loader van, £165.

FORD 1951 ET6 5-ton tipper, new engine, good tyres.

FORD 1952 ET6 5-ton meat van, £200. 776-321

1956, November, **BEDFORD** A-type 5-ton long-wheelbase drop-side, P6, Balco extension.

1955 **DODGE** 103 P6 short-wheelbase tipper, 6 cu. yd.

1950 **THORNCRIFT** 8-wheeler chassis and cab, ex-petroleum company.

1950 A.E.C. medium-wheelbase chassis and cab, ex-petroleum company.

1947 **ALBION** Cx5 long-wheelbase, one owner.

SCAMMELL tractors, 15, 20 and 45 ton; choice of 10.

1946 A.E.C. medium-wheelbase twin ram tipper.

PARADISE MOTORS.

GELDARD ROAD,
BIRSTALL, NR. LEEDS.
Phone, day, Morley 1029; night, Bradford 27694. 776-324

VIGO MOTORS.

1952 3-ton **BEDFORD** truck, £245.

1949 5-ton long-wheelbase **BEDFORD** boxvan, £200.

1955 10-cwt. van, Hanson body, £295.

VIGO MOTORS, Walmer Rd., W.10. Ladbroke 3051. 776-320

SPARSHATT'S offer:—

1955 B.M.C. 5-ton Diesel chassis-cab fitted with new 1,100-cu.-ft. Luton van body, finished in primer, £1,100.

1955 **MORRIS** 1½-ton 340-cu.-ft. van, £485.

1954 **SEDDON** 25-cwt. Diesel platform truck, £390.

J. H. SPARSHATT AND SONS, LTD., London Rd., Hilsea, Portsmouth. Phone, Portsmouth 60361. 776-433

PEERLESS MOTORS, LTD., Bath Rd., Slough. Phone 5121.

1949 **BEDFORD** long-wheelbase, fair vehicle, £75.

1949 **COMMER**, tidy vehicle, £95.

1952 **BEDFORD** tipper, 7-cu.-yd. steel body, sound order, choice of three from £230. 776-309

1955 **AUSTIN** A40 10-cwt. vans, choice of three low-mileage vehicles from £305.

1957 **AUSTIN** A50 10-cwt. van, heater, 17,000 miles, B.M.C. warranty, £495.

1957 **COMMER** Cob van, 8,300 miles, £395.

G. E. TUNBRIDGE, LTD., Tunbridge Wells 3416. 776-394

COVENTRY AND JEFFS, LTD., Commercial Vehicle specialists, Aston, Dodg, Seddon, Perkins, Stafford St., Edminster, Bristol, 3. Phone 64661 (four lines). 776-407

1952 **MORRIS** 5-cwt. van, black, £150.

1954 **MORRIS** 5-cwt. van, blue, £275.

1955 **FORD** 10-cwt. van, exceptionally clean, £250.

CAPITAL MOTOR CO., LTD., Remington St., City Rd., N.1. (Near Angel). Clerkenwell 7456. 776-266

1952 **BEDFORD** 30-cwt. van, one owner, £165.

1956 **AUSTIN** Diesel 1-ton van, one owner, excellent condition, £450. Aerodrome Autos, Aerodrome Rd., Hendon, N.W.4. Sun 0071. 776-418

AUGUST, 1957, A.E.C. 6-wheeler, 9.6 engine, 24-ft. 6-in. panel-sided body, 1000 by 20 14-ply tyres, 35,000 miles from new, air brakes, immaculate, with 6-ton special A West Midlands, £4,750.

1954 **BEDFORD** A model 5-ton long-wheelbase drop-side truck, Perkins P6 engine.

1953 **BEDFORD** A model 5-ton long-wheelbase drop-side truck, Perkins P6 engine.

AUSTIN Loader long-wheelbase twin-ram tipper, alloy body, reconditioned Perkins P6 recently fitted, £325.

1948 **DENNIS** Pax 5-ton 18-ft. van, in excellent condition, £135.

T. J. RICHARDSON AND SONS, LTD., 100 Dudley Rd., East, Oldbury, near Birmingham. Phone, Broadwell 1846. 776-100

SPA GARAGES (LEEDS), L.T.D.

MEANWOOD ROAD,
LEEDS, 7.
Phone 34884.

1955 **ALBION** Chieftain, long wheelbase, £1,250.

1951 **COMMER** long-wheelbase Superpoise, Perkins P6, excellent condition, £295.

1956 **BEDFORD** long-wheelbase, petrol, fitted power take-off sack lifter.

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1951 **COMMER** 7-ton drop-side truck, £300.

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1956 5-ton B.M.C., two-speed axle, Balco extended, Bonalack triple-drop-side body, 21 ft.

1956 3-ton B.M.C. single-speed axle, Balco extended, triple Bonalack drop-side body, 21 ft.

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FORD 1,200-cu.-ft. pantechline, Luton head, alloy body, six new tyres, P6 engine, £175.

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FORD 1952 4D 2-ton van, £325.

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TROJAN 1953 P3 van, £295.

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AUSTIN 3-ton Loadstar, long-wheelbase drop-side truck, first registered 1950.
BEDFORD 5-ton long-wheelbase platform lorry, first registered 1948.
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GENUINE 1956 BEDFORD 8-ton tractor unit, Perkins P6, 20-ft. trailer, re-engine April, 1958, Eaton 2-speed axle, new tyres all round including spare.
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25 Used vans in stock from 8 to 20 cwt.
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PETROL trucks.
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1956 BEDFORD CA van, £345.

1955 BEDFORD CA van, £285.
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BODIES.
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£450. 1952 DODGE Diesel, 2-speed axle, Scammell tractor, complete with 20-ft. trailer, clean.
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1953 ALBION 8-wheel tipper, 6-cylinder Diesel engine, aluminium body.
1953 RUTLAND Condor, 4-cylinder Meadows Diesel.
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1955 FORD 4D, Diesel engine, platform.

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SEDDON Diesel Mk. 15, fitted with P6 engine, 13 ft. 6 in. wheelbase cab and chassis, 8.25 tyre equipment.

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DODGE, 1956, R6 engine, long wheelbase, northern area, special A.
DODGE, 1956, P6 engine, long wheelbase.
DODGE, 1954, P6 engine, long wheelbase.
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1958 WILLYS JEEP direct from U.S.A. available in U.K., larger, more comfortable, powerful. Supplied to order. Sole appointed British Concessionaires, Steele Griffiths, Ltd., London, S.E.5. Rodney 2201-6. zzz-605

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BOYS third axles for all Comets and Beavers. Ask your agent. zzz-739

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THE CAUSEWAY,

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7-TON Model 702, 17-ft. 9-in. drop-side body, 900 by 20 tyres, L.D.O. 2 van, 22 van, 22 pickup. All immediate delivery from our stock. The Burnstaple Motor Co. Tel. 46-302. Phone 2264. 776-21065

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THE SEDDON Mk. 14 with Boys third axle gives you 12-ton payload and 24-ft. body. Ask your agent. zzz-794

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THE SEDDON distributors for London and Home Counties. Full range of new Seddons, including load carriers and tractor units with Perkins engines for payloads 1-12 tons. Also models with Gardner engines for gross weight operations up to 24 tons. Hire-purchase, part-exchange. Write or phone for brochure of full range to:—

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COTTEE AND EDWARDS (1939), LTD., Castle Boulevard, Nottingham. Phone 52213. Distributors for Nottinghamshire. Full range of spares. Service and sales. zzz-881

New Goods Vehicles (contd.)

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FOR NEW

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MORRIS-COMMERCIAL,

ALBION,

B.M.C.

All types of bodies built to your requirements.

Part-exchanges and terms arranged.

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USED PASSENGER VEHICLES

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1951 A.E.C. Mark IV 9.6 Diesel-engined 41-seater Burlington Sea Scout luxury coach, engine recently reconditioned and a new gearbox fitted, certificate of fitness until 1961, in first-class condition throughout, £2,300, inspect by appointment.

JIM RUSSELL, London Rd., Downham Market. Phone, Downham Market 3397-8. 776-x928

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1949 AUSTIN coach, repainted cream and blue, full luxury 29 seats, in blue moquette, price £175.

CHARLES COPPOCK, LTD., The Garage, Elm Grove, Cross St., Sale, Cheshire. Phone, Sale 5633. 776-364

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BEDFORD Vista Duple 29-seater coach, fitted with special high-back seating, complete with certificate of fitness until 1961, one owner, in first-class condition throughout, any demonstration, £650.

KEITH AND BOYLE,

80 CLAPHAM ROAD, S.W.9.

Phone, Rei 4211. zzz-688

DICKSON'S TOURS

1955 BEDFORD, 38-seater Duple, quarter lights, Perspex rear light, radio and microphone, heaters, over £350 extras, used on extended tours, certificate of fitness 1960.

1954 BEDFORD, 34-seater Plaxton with special seats, details as above, Continental step, over £550 extras, certificate of fitness 1964.

1951 BEDFORD, 34-seater Plaxton, details as above, had 6650 spent on it last season, including reupholstering and latest-type front, certificate of fitness 1961.

THE above have been used on our extended tours and are all in excellent condition.

45 REFORM STREET,

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THREE 1956 BEDFORD Duple 41-seater coaches, certificates of fitness to June, 1961; these vehicles are indistinguishable from new, only used during summer season.

FURTHER particulars and prices on application. Box CM617, care of "The Commercial Motor." 776-94

Used Passenger Vehicles (contd.)

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1949 BEDFORD 30-seater, full-front luxury coach, good condition throughout, certified 1959.

PART EXCHANGE. HIRE PURCHASE.

EVINGTON, LEICESTER.

Phone 38102-3. 776-218

BEDFORD Workobus, 1957, taxed, private, low mileage, excellent throughout, £435. Waterside, Liphook, Hants. 776-21

THREE 1951-1952 BEDFORD Duple 33-seater coaches, certificates of fitness to 1961, immaculate condition.

ONE 1954 BEDFORD 33-seater coach, in first-class condition.

FURTHER particulars and prices on application. Box CM616, care of "The Commercial Motor." 776-93

1949, 29-seater Thurgood body, repainted red and cream and retired, very smart coach, £550. Write Box CM7620, care of "The Commercial Motor." 776-213

1949-50 BEDFORD Duple Vista 29-seater, high-back seats, quarter lights, wireless, heater, six new tyres, new engine, Formica sides, net racks, H.P. arranged, quick sale, £1750 o.n.o.; snip. Petworth, Sussex. Phone, Kirdford 214. 776-4994

1954 BEDFORD Super Vega 38-seater Duple, £2,000.

1954 BEDFORD Super Vega Duple, 36-seater, £2,000.

ALL interiors trimmed with red-patterned moquette and all carrying certificate of fitness.

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HIRE-PURCHASE terms and exchanges. Johnsons Motors, Washbrook Rd., Rushden, Northants. Phone, Rushden 3221-2. 776-76

Bedford Wanted

WANTED. Two BEDFORD Duple coaches, 1955.

38-seaters, or 1956 41-seaters; interiors autumn tint or red. State specification of body and lowest price. Not required before October. Box CM746, care of "The Commercial Motor." 776-6568

Used Passenger Vehicles (contd.)

BEDFORD or Commer coach or omnibus required, 1948-51 vehicle used by hospital or private firm preferred. Full particulars Box CM 7615, care of "The Commercial Motor." 777-x917

COMMER

1950 COMMER Avenger Allweather, 33 seats, new tyres, taxed and insured to end of year, certificate of fitness 1960. Acorn Motors, Alfred Rd., Acton, W.3. Phone, Acorn 5787. 777-a784

1947 COMMER 33-seater coach, Diesel engine, fitted with heater, engine recently overhauled, good tyres, generally in excellent condition. Taylor's Crane House Motors, Ltd., London Rd., Gloucester. Phone 24081. 776-77

1950 COMMER Avenger, 33-seater luxury Plaxton body, with courier's seat, certificate of fitness to July, 1959, body, engine and chassis in good condition. THE above can be viewed by appointment.

ALLENWAYS, LTD., 580 Moseley Rd., Birmingham. 12. Phone, Calthorpe 3191-2. 776-74

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FURTHER particulars and prices on application. Box CM615, care of "The Commercial Motor." 776-92

1958 COMMER Diesel 41-seater Duple coaches, six only. See under New Commer advertisement. Don Eversall, Ltd., Wolverhampton. 776-14

1955 TS3, 41-seater Plaxton body, radio, heater and public address system, small mileage, still on original tyres, immaculate condition throughout. Write Box CM7619, care of "The Commercial Motor." 776-212

1949 COMMER Commando, 30-seater coach. New Cross 3819. 776-28*

CROSSLEY

£265, 1949 CROSSLEY-BELLHOUSE, radio, heater, blue and cream, very smart and clean, certificate of fitness 1959. Blackbarn, Smeeth, Buxton, Harington 244. 776-118

1950 Downdraught luxury, certificate September, 1959, excellent condition, Vista Minibus taken part-exchange. Thomas, Bryates Garage, Gorseinon, Glam. Phone Gorseinon 70. 776-x1123

DAIMLER

FIVE double-decker buses, 1943-45 DAIMLERS, with 7.7 A.E.C. engines, certificates of fitness 1961, in very good condition, £250 each. Kerbey Motors, New Southern Arterial Rd., Hornchurch, Hornchurch 778. 776-291

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Used Passenger Vehicles (contd.)

THE VENTURE TRANSPORT CO. (NEWCASTLE) LTD., 16-17 Princes St., Coastl. Co. Durham. Phone, Connell 282.3-4 have for disposal the following:
DAIMLER CVD6 35-seater omnibuses with Willowbrook bodies with or without certificates of fitness, these vehicles were first registered in 1946-7 and 8.
DAIMLER COGS, radiators, differentials and many other spares. 776-6552

DENNIS

1950 DENNIS Lancel 35-seater, Yeates body, certificate of fitness 1960, £500. Box CM696, care of "The Commercial Motor". 776-383

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1950 FODEN 41-seater Bellhouse-Hartwell luxury coach, certificate of fitness 1960, heater, maintained by Fodena, perfect throughout, taxed, insured July, 1959, bargain, £1,700 or offer. Fells Coaches, Western Rd., Blackpool. 776-x1080

LEYLAND

1947 - PD1 LEYLAND body, high-bridge double-decker, 56 seats.
1947 - PD1 LEYLAND low-bridge double-decker, 53 seats.
APPLY: Liss and District Omnibus Co., Ltd., Bordon, Hants. 776-127

UNCLASSIFIED

P.V.D., LTD.

100

SELECTED BUSES AND COACHES
ACTUALLY IN STOCK AND AVAILABLE FOR
IMMEDIATE INSPECTION AND TEST.

SUPER DOUBLE-DECKERS.

LEYLAND. Choice of a number of Leyland high-bridge double-deckers, Eastern Coachworks, 1951 bodies, well-tyred, certificate of fitness to 1961, price £400-£450 each.

LEYLAND. Choice of a number of low-bridge Leylands with 1948 Metcam bodies, luxury seating, certificate of fitness to 1960-62, price £275-£300 each.

LEYLAND 1939-40 high- and low-bridge double-deckers, fitted 1948-50 Leyland and Alexander all-metal bodies, in excellent condition, certificates of fitness to 1959-60, choice of 25, prices from £225-£275.

ALL the above vehicles are in immaculate body and mechanical condition and are available for immediate inspection and test.

1950 - 49-48 BRISTOLS, Diesel-engined saloons, fitted Eastern Coachworks 1948-49-50 35-seater bodies, in immaculate body and mechanical condition, certificates of fitness 1959-60, choice of 20, price £650 each. Sample vehicles can be viewed at Rugby, Leeds and Glasgow.

1948 - 47 A.E.C. with Harrington 32-seater full-luxury coach bodies, high-backed leather, moquette and Dunlopillo seating, 7.7 Diesel units, crash boxes, well-tyred, in excellent mechanical and body condition, certificates of fitness to 1960-61, price £400 each.

1948 A.E.C., choice of 12, fitted 35-seater Metcam and Harrington all-metal saloon bodies, front-entrance sliding doors, 7.7 engines, in excellent body and mechanical condition, certificates of fitness to 1958-59, price £425 each.

1947 A.E.C. 36-seater Harrington service saloons, Dunlopillo, leather and moquette seating, fitted 7.7 Diesel units, in excellent mechanical and body condition, certificates of fitness to 1960-62, price £420-£450 each.

1940 BRISTOL L-type 35-seater saloons, fitted SLW Gardner Diesel engines, 6-speed boxes in good mechanical and body condition, several chassis only, price from £175 each.

PASSENGER VEHICLE DISPOSALS, LTD.

WOLSTON GRANGE,
LONDON ROAD, RUGBY.
Phone, Wolston (Coventry) 330.
On the A45. 776-97

KIRKBY AND SONS (SALES), LTD.

CROSS ROAD GARAGE,
ANSTON, NEAR SHEFFIELD.
BEDFORD MAIN DEALERS.

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PETROL DUPE SUPER VEGA.
IMMEDIATE DELIVERY, OFFERED AT SPECIAL
PRICE DUE TO LATE SEASON.

NEW A.E.C.

DUPE OR PLAXTON
41-SEATER
FOR IMMEDIATE DELIVERY.

1954 38-seater BEDFORD Dupe, £2,000.

1956 BEDFORD Dupe 41-seater, £2,550.

1951 Royal Tigers, Plaxton 41- and 39-seaters, choice of four, £2,150.

1951 A.E.C. Mark IV, Burlingham 25-seater, £2,100.

1950 33-seater COMMERCIAL Plaxton, choice of three, £700.

1950 MAUDSLAY, A.E.C. 7.7, 33-seater Dupe, £1,000.

1948 29-seater BEDFORD Dupe, £325.

SEVERAL half-cab and BEDFORD coaches suitable for contract work.

TERMS AND EXCHANGES.

PHONE, DINNINGTON 541 (DAY AND NIGHT).
NIGHT PHONE, KIVERTON 220, MANSFIELD 5395.
776-346

B52

Used Passenger Vehicles (contd.)

ARLINGTON MOTOR CO., LTD.

LONDON'S LEADING PASSENGER AND
COMMERCIAL-VEHICLE SPECIALISTS.

HEAD OFFICE:—

HIGH ROAD, PONDERS END, ENFIELD, MIDDXX.
HOWARD 1266, PBX.

NEW BEDFORD petrol-engined chassis, mounted with 2 Dupe 41-seater Super Vega coachwork, 8 ft. or 7 ft. 7 in., finished in ivory or primer, extras to instructions; delivery 14-21 days, painted to choice.

1955 BORGWARD 7-seater Microbus, petrol engine.

1952 A.E.C. Mark IV, mounted with 39-seater full-front Burlingham coachwork, heater fitted, central entrance, autumn tint moquette, finished cream and green, good tyres, immaculate condition, certificate of fitness 1963.

1952 BEDFORD Dupe 33-seater, interior in green moquette, finished green and cream, certificate of fitness 1962.

1949 BEDFORD 29-seater Dupe Vista, heater fitted, finished blue and cream, certificate of fitness 1959.

1947 A.E.C. Regal, 7.7 engine, 35-seater Dupe coachwork, certificate of fitness 1960.

THE FOLLOWING COACHES ARE AVAILABLE FOR ANY REASONABLE OFFER, IMMEDIATE DELIVERY SUBJECT TO BEING UNSOLD.

1939 LEYLAND, T88 oil engine, mounted with 1948 Dupe 33-seater coachwork, full-front conversion, full luxury seating, good tyres, new certificate of fitness being obtained, finished green.

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Sept. 12, 1958—THE COMMERCIAL MOTOR 66
(Supplement)

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- 1955 BEDFORD petrol 38-seater Duplex, choice of two.
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- LEYLAND PS2 35-seater full-front Harrington.

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WE also have a number of vehicles for workmen's service. 776-372

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Brasted 291.

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1957 BEDFORD 41, Duple, low mileage, £2,950.

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1947 BEDFORD Duple Vista 29-seater, very good order, £325.

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41-Seater LEYLAND Royal Tiger and two 36-41-seater Bedfords with low mileage, spot cash. Box CM761, care of "The Commercial Motor." 776-55

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(Supplement)

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SPENBOROUGH tippers, power, hydraulic, hand-screw, and/or 3-way. We manufacture the most comprehensive range; specialists in wood or steel bodies; we can convert your truck into a tipper. Full particulars from Spenborough Eng. Co., Ltd., Heckmondwike, Yorks, or from Messrs. B.B. Sales, Ltd., 88 Clapham Rd., London, S.W.9. zzz-858

ANTHONY agents for East Anglia, Pilot official stockists, fully equipped workshop to carry out all types of tipping gear conversions, bodies built and calibrated to customers' specifications. W. Farlow and Co., Ltd., Sudbury, Suffolk. Phone 2806. 785-6526

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AND

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IN THE MIDLANDS.

DISPATCHES TO ALL DISTRICTS.

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FOR SERVICE.

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TYREPRIM rim and anti-adhesive stops rusted-on tyres. Always specify. Beware injurious substitutes zzz-951

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Sept. 12, 1958—THE COMMERCIAL MOTOR 77 (Supplement)

Spare Parts and Supplies (contd.)

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ALL makes supplied, low deposits. Free fitting or delivery. Write or phone.

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Phone 354.

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861

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THIS SPECIAL SALE IS IN ADDITION TO THE
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ALL MAKES OF VEHICLES UP TO 7 TONS CAN
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FORD 4D conversions, fully machined bell housings to
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SMALL private firm requires furniture delivery contract
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CHARD TRANSPORT CO., LTD., for all types of
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Somerset. 780-6408

WANTED to hire for long-distance journey work.
1,700-cu.-ft. minimum A licensed Luton vans, traffic
consists mainly London-Scottish deliveries, good rates,
prompt payments, only clean vans required. Box CM 7618,
care of "The Commercial Motor." 776-289

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ALWAYS wanted, port loads to Leicester, Manchester,
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(Middx.), Hou 7119. 776-1068

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H.P. Finance available, private deals, prompt settle-
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HIRE-PURCHASE and rental facilities available for all
cars and equipment, etc.; private deals also financed.
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0811. 776-376

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HEAVY commercial salesman. Excellent opportunity
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Diesel sales exclusively in large North Western area, good
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REPRESENTATIVE required, must have first-class con-
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Re-Lined Brake Drums Ltd., 76 Stoke Newington High
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LARGE B.M.C. Distributors in the South of England,
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number of Parts Managers. Must have good admini-
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prospects for right man. Car provided. Applications will
be treated as confidential. Please give full details of
career and copy references. Apply Box CM742, care of
"The Commercial Motor." 776-8

COMMERCIAL vehicle salesman required Routes Group
area dealers, South London. Generous salary and
commission basis; pension scheme, only those with proved
sales record and connection considered. Write giving full
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"The Commercial Motor." 776-7

FOREMAN Fitter required to supervise general main-
tenance of heavy commercial fleet, etc., house pro-
vided. Full particulars in writing to Bulwark Transport,
Ltd., Chippenham, Wilts. 776-34

COMMERCIAL Vehicle Salesman is required by an
Austin commercial distributor operating in the East
Sussex area. A generous salary with commission will be
offered, together with contributory pension scheme. To the
successful applicant, after a probationary period. Full
details of past experience and sales record, in confidence
to Box CM769, care of "The Commercial Motor." 776-96

SENIOR commercial vehicle draughtsman-estimator for
outlining and detailing of new composite and
light alloy bodywork. Applicants should have knowledge
of estimating with ability to compile cutting lists, material
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experience and salary required to: 777-6683

BRANCH MANAGER, Cunard Commercial Body
Building Co., Abbeydale Rd., Wembley. 777-6683

SKILLED Motor Mechanic with first-class experience
and knowledge of all Vauxhall and Bedford (petrol and
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Excellent conditions of employment. Two-bedroomed flat
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MANAGER required to operate small fleet of vehicles,
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FORD main dealers requires commercial vehicle sales-
man must be of my experience; every assistance and
backing will be given to the right man. Permanent and
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ALL WHEEL DRIVE LTD. require a Fabrication
Shop Manager to take charge of the welding and
pre-fabrication department of their works. Applicants
must be first-class men, fully experienced in this type
of work, and preference will be given to a man who
has a knowledge of car bodywork and equipment
field. Pension and sickness scheme, excellent staff
conditions are available to the suitable applicant who
should apply in the first instance, in writing, giving full
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VAUXHALL BEDFORD motor dealers, Home Counties,
requires manager for C.V. depot. Experienced to
enable control all departments, including bodybuilding
Write in confidence. Box CM768, care of "The Commer-
cial Motor." 776-529

EXPERIENCED commercial vehicle salesman required
by distributors of heavy and medium vehicles in the
East Midlands, good salary and commission, pension
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details to Box CM7617, care of "The Commercial
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INVITE APPLICATIONS FROM

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PROGRESSIVE COMPANY WITH RECENTLY
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FIRST-CLASS SALESMEN REQUIRED WITH
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APPLY BY LETTER.

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fordshire, possible living accommodation to suitable
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Motor." 777-664

COMMERCIAL-VEHICLE salesman required, experi-
ence essential, remuneration on salary, experience and
commission basis. Apply in writing in first instance to
W. Harold Ferry, Ltd., Station Bridge, Walsgrave,
Notts. 776-274

CLERK required for general duties in transport office,
progressive position. Write, stating salary required,
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CAMBRIDGE.

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LARGE WELL-KNOWN COMMERCIAL BODY-BUILDERS REQUIRE CONSCIENTIOUS, KEEN AND ENTHUSIASTIC SALES REPRESENTATIVE FOR LONDON AND HOME COUNTIES.

Must have good connections with chassis manufacturers, distributors, and large fleet users.

Able to work on own initiative and produce good results.

APPLICATIONS, STATING FULL DETAILS OF PAST EXPERIENCE, ETC., REMUNERATION, ACCOMPANIED BY RECENT PHOTOGRAPH TO

PERSONNEL MANAGER.

776-275

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776-1083

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776-391

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COMMERCIAL-VEHICLE salesman, wide experience of trade, desires position of responsibility with prospects, fidelity bond welcomed. Box CM7611, care of "The Commercial Motor."

776-8993

NIGHT trunk driver, Liverpool area, desires position with experience London, South, Scotland, North. Box CM7614, care of "The Commercial Motor."

776-2975

HEAVY goods-vehicle driver, 27 years' experience. Long-distance all types, seeks regular position as night trunker. Murray, 167c Merton Rd., Wimbledon, S.W.19.

776-1094

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Miscellaneous Advertisements (contd.)

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SIX SINGLE-DECK MOTOR BUSES
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LESS SEATS AND OTHER FITTINGS, IN RUNNING ORDER.

Tyres on the above vehicles will require to be accepted by the successful tenderer as an extra.

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Offers, in plain envelope marked "Offer for Single-deck Buses", should be lodged with the Town Clerk, City Chambers, Dundee, not later than September 30, 1958.

ROBERT LYLE,

Town Clerk.

City Chambers,
Dundee,
September 8, 1958.

776-306

ESSENTIAL FOR ALL TRANSPORT VEHICLES

These BRAND NEW and unsoiled LAKE & ELLIOT 4 TON JACKS—DOUBLE LIFT—are offered at the exceptionally low price of £7.10.0 each, complete and carriage paid. (Normally priced at over £12.0.0.) Sets of 3 JACKS in original packing case £21 the lot. Height closed 84". Lift 104". Extended height 214".

THIS IS A BARGAIN IF IT CANNOT BE REPEATED.

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Cheques and P.O.s payable to James Haswell Ltd.

Sept. 12, 1958—THE COMMERCIAL MOTOR 79
(Supplement)

BOOKS AND PUBLICATIONS

MAINTENANCE RECORD (Charnwood Series No. 59). A life history of each vehicle with tyre records, petrol and oil consumption, 4s. 7d. post free. DIESEL oil stocks books. Cost books, etc. Send for descriptive list.

CHARNWOOD PUBLISHING CO., LTD., Coalville, 222-244 Leicester.

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THE OPERATOR'S GUIDE TO THE TRANSPORT ACT, 1953. Explains the process of denationalization of road goods transport and the rights and liabilities of road transport operators. 32 pages, 1s. 6d. net from booksellers, or 1s. 8d. by post from the publishers, Temple Press Limited, Bowling Green Lane, London, E.C.1.

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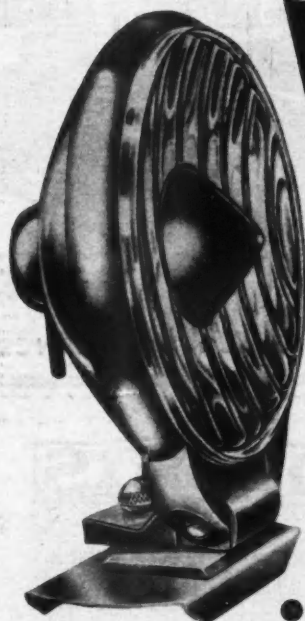


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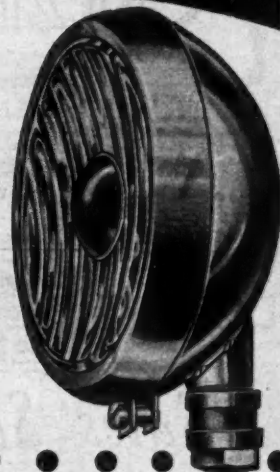
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BLUE SPOTS

Drive safely on time through rain or fog—day or night—with the leading light of Blue Spot.

See (right) the all-purpose Series 150 Fog & Driving Lamp—ideal for large cars or commercial vehicles. 7" dia., 3½" deep, in Black, Black and Chrome or all Chrome. From £4.8. with C.S.B.

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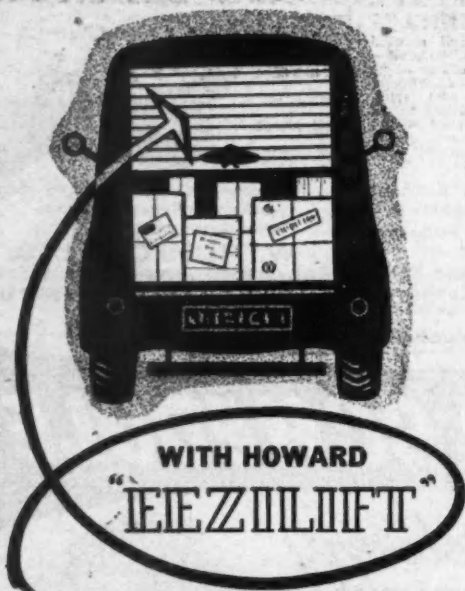
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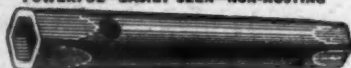
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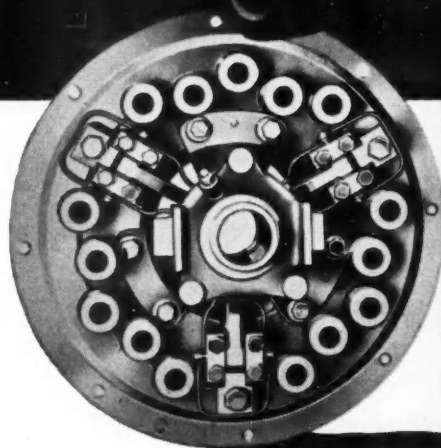
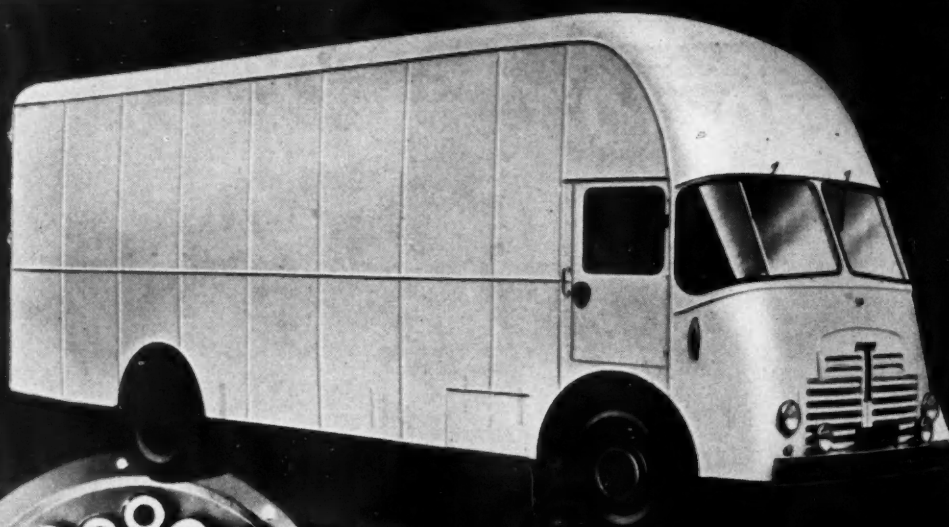
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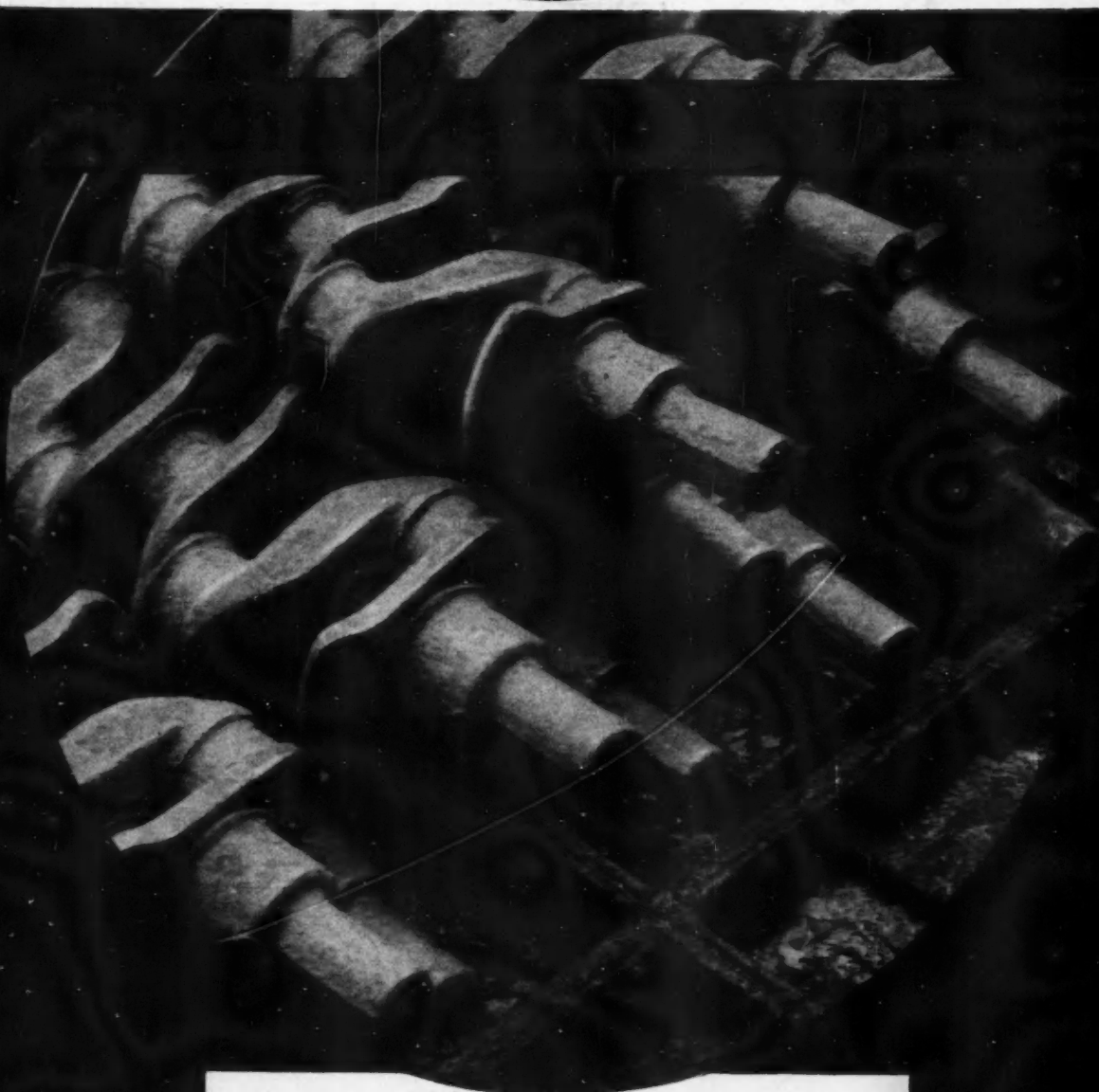
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